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HONGKONG, FRIDAY, AUGUST 20TH, 1909.

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8.45 p.m. & 9.00 p.m., 9.45 to 11.15 p.m. Extra Cars at 3.15 p.m. 11.30 p.m. and 11.45 p.m.

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Hongkong, 19th July, 1909.

NOTICE TO CORRESPONDENTS. ONLY communications relating to the news column should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence good faith.

All letters for publication should be written on one side of paper only. No anonymously signed communications that have already appeared in other papers will be

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DEATHS. At Shanghai, on 12th August, Frederick GEORGE TILBROOM, aged 26 years, late of Paget's Horse and Johannesburg Mounted Police, Transvaal.

At Shanghai, on 18th August, Michiel Freier, Examiner, J.M. Customs, Amoy, aged 44 years.

Hongkong Office: 104, Des Voux Road C LONDON OFFICE: 131, FLEET STREET, EC

Honokone, August 20th 1909.

WE cannot attempt to predict what effect the new United States Tariff will have on the export trade of China. We have not, to start with, a complete copy of the new tariff, but the lengthy digest published in a Special Supplement of the London Times showing the percentage of increase or deenables us to see that while some of the most important lines of export from China will be subject apparently to increased duties under the new measure, others benefit by the revision. The chief export from China to the United States is silk, which represents a value of something like twelve million taels a year, and we gather from tie digest alluded to that the increase on epun silk ranges from 15 per cent up to 94 cent for sewing silk, according to item in the list of American imports from fined \$3 each. China, remains unaffected, and skins and hides, of which America takes a supply valued at something like five million taels a year, will be admitted on a duty which shows 25 per cent reduction on the previous figure. Wool, which is another large export from China, representing in value about three million taels per annum, is not appreciably affected, but straw braid-and

matting, which presumably come under the heading of "manufactures of straw, grass, Ac.," will bear a duty increased by 16 per cent. On the whole the influence of the tariff on the trade of China does not seem likely to be highly detrimental. The fundamental idea of the measure has been based on the essential principle of reducing import duties on the necessaries of life, and fostering American manufactures Try increasing the duties on articles of luxury and on products more economically man ufactured elsewhere than in the United Imports from China being largely of the nature of raw material and goods that cannot be produced in the United States therefore escape lightly.

A matter of importance to importers generally is the drastic provision of the new measure relating to invoices, methods of valuation, especially in relation to consigned merchandise, and the increased powers of the boards of appraisers. This amendment occupies fifty pages in the Bill, and one of the writers who contribute to the Times Supplement says: "Those who are familiar with consular invoices will find acts all effects of perspiration, and is as | the new forms contain clauses which are inrefreshing and invigorating to the system | tended to check almost every discovered method of avoiding the payment of just duties that long experience with tariffs has evolved." A good deal of anxiety seems to have been created abroad, and it may be shared even in Hongkong and Caina, by the following provision which defines the actual market value of an article :-

The actual market value or wholesale price, as defined by law, of any imported morchandise which is consigned for sale in the United States, or which is sold for exportation to the United States, and which is not actually sold or freely offered for sale in usual wholesale quantities in the open market of the country of exportation to all purchasers, shall not in any case be ap praised at less than the wholesale price at which such or similar imported merchandise is actually sold or freely offered for sale in usual wholesale quantities in the United States in the open market, due allowance by deduction being made for estimated duties thereon, cost of transportation, insurance, and other necessary expenses from the place of shipment to the place of delivery, and a commission not exceeding 6 per centum, if any, has been paid or contracted to This provision would seem to bear, for

instance, on the matting import from China, which has notoriously given the Customs authorities in the United States a good deal of trouble in this connection, because of attempts being made to evade payment of the proper duties on the most expensive grades. This provision gets over the diffi milty and will serve to effect a prompt settlement of such disputes. The President is authorized to appoint a board of nine general appraisers of merchandise, the salary of each to be \$9,000 (£1,800) per annum, who shall possess all the powers of a Circuit Court of the United States. To these general appraisers all cases of dissatisfaction with the amount and rates of duties levied by the appraisers and assistant appraisers at the various ports will be referred. This board will exercise both judicial and inquisitorial functions. Appeal must be made by the importers to this board within 15 days, or the original duties and charges will stand. Then there will be a new Court for Customs Appeals only, and after its organisation, no appeal will be taken or allowed to any other Court, and the decision of the United States Court of Customs Appeals will be final.

The new tariff is very unpopular on the continent of Europe, notably in France and Germany, and there are many who predict a tariff war with these countries. The New York correspondent of the Times. referring to these predictions, remarks: Doubtless the United States is better equipped in such a war than either. Moreover, she can always fall back on her greatest market, the British. If Great Britain possessed some means of defence. Congress might have been more careful in crease in the tariff on the principal imports lying thought that no trouble can come from that quarter undoubtedly influenced lay any papers in addition to Cd. 4646. the whole work of revision." Evidently. American politicians and business men refuse to believe in the early success of the Tariff Reform movement in England.

> The s.s. Bourbon, which arrived in port yesterday, landed forty deportees from Saigon.

The police raided 23, Chung Ching Street, West Point, on Wednesday night and arrested 23 natives who were taking part in a gambling, and over the S. part of the China Sea. game. The offenders were charged before Mr. quality. Tea, which represents another big F. A. Hazeland at the Magistracy yesterday and

> A native was charged before M. F. A. Hazeland at the Magistracy yesterday with stealing three jackets and \$1.29 in cash from an opium divan in Queen's Road West, and also with returning from banishment. On the first charge the defendant was sentenced to two months' imprisonment and six hours' stocks, and on the second he was sentenced to a further term of six months' imprisonment and six hours' stocks.

A Chinese woman was charged before Mr. TELEGRAMS. with being in unlawful possession of 251 tacls. of dross opium. The drag was discovered concealed in a bucket under some pig-wash. His Worship imposed a fine of \$128, the alternative being three months' imprisonment.

Two prosecutions for infringing the exclusive rights of the Postmaster-General by bringing unstamped letters into the Colony were heard by Mr. J. R. Wood at the Magistracy yester. day, when Sergeant Wilson presecuted. The first charge was against the compradors of the s.s. Tak Hing, who was defended by Mr. P. Sydenham Dixon (of Mr. R. A. Harding's men, headed by Baron Shibusawa, office). Mr. Dixon raised the defence that the left on the "Minnesota" on a visit to defendant did not know the letters were on board until he found them in his room. His Worship recorded a conviction and imposed a fine of \$25. Chambers of Commerce. A similar fine was imposed upon a farmer from Canton who brought letters into the Colony by the a.s. Hoi Tung.

The case in which four natives were charged before Mr. J. R. Wood at the Magistracy with stealing four cases of opium from the a.s. Kut Sang was again mentioned yesterday. Mr. W. E. L. Shenton (of Messrs. Deacon, Looker and Descon) prosecuted, Mr. Crowther Smith (of Messrs. Almada and Smith) appeared for the first and fourth defendants, Mr. F. C. Barlow (of Messrs, Goldring, Barlow and Morrell) appeared for the second, while the third accused was undefended. Portion of the evidence was heard, and the case was again adjourned. We understand that a special session of the Criminal Court will be called to decide the case when the Kut So y again arrives in port.

#### STOLEN PROPERTY.

Two reports were made to the police yesterday by residents that thisves had entered their dwellings in their absence and taken away numerous belongings. Mr. Munro, a missionary who resides in Shanghai Street, told the police that between the 16th ultimo and the 19th instant an American travelling trank containing \$10 worth of religious books was stolen from the mission hall. The other victim was Mr. A. Ritchie, shipchardler, who also interests. He did not know of a case resides in Shanghai Street. His story was that between the 16th and 18th instant some person entered his house and departed with two gold scarf pins, one of which was set with gold quartz; one masonic silver scarf pin set with brilliants, four finger rings, four gold studs, two pairs of sleeve links, two rolled gold American stude (trowel pattern), two other gold stude, a silver bangle, a pair of gold sleeve buttons and a white-handled razor. The value of these articles Mr. Ritchie places at 381.

#### A DOMESTIC SQUABBLE SETTLED.

Two young Chinese women appeared before Mr. F. A. Hazeland at the Magistracy yesterday on the charge of attempting to commit suicide. One was stated to be the fifth concubine of a Chinese clerk, while the other defendant was a maid. According to the story told to the police the husband of the first defendant had ill-treated her, and had also suggested to the second that she should become his sixth concubine. Both women felt aggrieved, and decided to end their trouble by jumping over Blake Pier. Their first attempt to dive into the unknown was frustrated by an Indian police sergeant, who told them to return to their home. Af they declined, however, and as they prepared for a second header into the sea the sergeant took them to the police station and charged them with attempted suicide. The case was adjourned pending the arrival of the master of the house, and evidently his explanation satisfied all parties, for the police withdrew the charge.

#### SIAM AND GREAT BRITAIN.

In the House of Commons last month, Sir W Collins asked the Secretary for Foreign ffairs whether the Anglo-Siamess Treaty had been ratified; whether the suzerain rights of Siam over the State of Kedah had been formally taken over by the representatives of his Majesty's Government; whether the integrity of the State of Kedah was secured under the treaty; and whether he would lay papers relating to communications which had passed in reference to the position of Kedah and the transfer of the suzerainty of that : tate from Siam to Great Britain.

Mr. McKinnon Wood (Glasgow, St. Rollox, Min.), who replied, said :- he Treaty was ratified on July 9, and the formal transfer has now been effected. The integrity of the State of Kedah is not affected by the new Treaty. Article 1 of which merely transfers to the British Government all rights of suzerainty, dealing with foreign countries. The under- protection, administration, and control over the transferred territories hitherto possessed by the Government of Siam. It is not proposed to

#### WEATHER REPORT.

The Hongkong Observatory yester by issued the following report : -On the 19th at 11.55 a.m.—The barometer has fallen slightly over E. Japan, and risen elsewhere particularly over China and S.W. Sea.

A shallow depression is lying over the Sea of Pressure remains high to the N.E. of Japan Gradients are slight generally, and light or

moderate monsoon may be expected in the Formosa Channel, and the N. part of the China Hongkong rainfall for the 24 hours ending at 10 s.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows :--S.W. winds, Hongkong & Neighbourhood

Formosa Channel South coast of China between Hongkong and Lamocks. South coast of China between Hongkong and Hainan ...

light; fair. S.W. winds, light or modite. Same as No. 1 S. winds.

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["DAILY PRESS" EXCLUSIVE SERVICE.]

JAPANESE BUSINESS MEN VISITING AMERICA.

Tokyo, August 19th. A party of forty Japanese business America, at the invitation of American

BRUTER'S SERVICE TO THE "HONGKONG DAILY PRESS."

BRITISH INTERESTS IN CHINA.

SIR E. GREY'S APPRECIATION OF SIR JOHN JORDAN.

London, August 19th. Replying to a series of questions put by Lord Winterton concerning the Tientsin-Pukow railway, Sir Edward Grey, Secretary of State for Foreign Affairs, stated that there was no reason to believe that Article 18 of the Agreement had not been fairly carried out. An irregularity regarding the issue of tenders had formed the subject of representations by H.M.'s Minister, and there was no reason to suppose that the British and Chinese Corporation considered that Sir John Jordan had in any way neglected their n which Sir John Jordan had failed show zealous watchfulness over British interests, and he did not know a more strenuous or a more loyal public servant. He took full responsibility for his action. Sir Edward Grey added that he was prepared to fully support well-founded British claims if required.

#### AMERICAN YELLOW PRESS ON BRITAIN'S SUPPOSED DISCOMFITURE.

London, August 19th. The New York correspondent of

Times" says a section of the New York Press is utilising the incidents connected with the Hankow-Szechuan railway loan for the purpose of emphasising the supposed discomfiture of Great Britain by American policy in China. It represents Great Britain and Japan standing together against China and her friend America.

#### THE SITUATION IN CRETE.

LONDON, August 19th. News from Canea states that the Greek flag was lowered quietly yester. day morning.

#### REASSURING NEWS FROM TURKEY.

London, August 19th. It is reported from Constantinople

that the situation seems to have decisively entered upon a pacific phase in consequence of Greek assurances that the forthcoming reply to the Turkish Note will be satisfactory.

#### GERMAN SECRET NAVAL MANŒUVRES.

London, August 19th. German secret Naval Manœuvres have commenced in the West Baltic and will probably extend to the North jury were going to hang a man upon

Nearly a hundred vessels comprise the Fleet, which is commanded by jury by addressing them upon the charge. Prince Henry of Prussia.

H.M. the Kaiser will review the Fleet at Sassnitz on the 30th inst.

#### LATEST STEAMER MOVEMENTS

The I.G.M. str. Derflinger, carrying the German Mails with dates from Berlin of the 31st ult., left Colombo on the 19th inst. a.m. and may be expected here on or about the 30th

The C.P.R. str. Empress of Japan arrived minutes. Nagasaki at 7.30 a.m. on the 19th inst., and left again at 3 p.m. same day for Kobe, where she is due to arrive at 8 p.m. on the 20th inst.

#### SUPREME COURT.

Thursday, 19th August.

IN CRIMINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE (SIR F.

THE TAIKOO DOCKYARD MURDER. Only one case was set down for trial at the August session, Wong Yuk Sheung being indicted for the murder of a fellow-workman at Taikoo Dockyard on July 9th. Prisoner pleaded. not guilty. Sir Henry Berkeley, K.C., instructed by Mr. Dennys, conducted the case for the Crown, Mr. J. W. Orr, instructed by Mr. J. W. Gardiner, appearing for the defence, while Mr. Lee d'Almada e Castro, from the office of Messrs. Goldring, Barlow and Morrell, attended in the interests of the relatives of the prisoner.

The jury was empanelled as follows:-- Messra. C. W. Longuet (foreman), F. G. Carroll, A. E. McCallum, Ezra Abraham, C. H. Lyson, H.

Pemberton, and G. A. Diss. The Attorney-General stated that the deceased and the prisoner were fellow-workmen, and they were engaged on the ship Hangchow, then manslaughter we can consider it again. We in dock for repairs. The deceased and one of will be unanimous. the witnesses were working inside the cabin rivetting and the prisoner and another man manslaughter I should ask you to return to who had disappeared were employed outside. your room and reconsider it. The deceased received a blow on his head which fractured his skull and caused his death some few hours later. There was no dispute between the Crown and the prisoner as to the fact that the deceased received a blow which caused his death. There was no dispute between the Crown and the prisoner that it was with that hammer that the blow was struck. wish. Nor was there any dispute that it was the prisoner who caused the blow, but the issue between the Crown and the prisoner was as to the manner in which the blow was struck and received. The prisoner in his defence before the Magistrate declared that while he was working outside the hammer fell from his hands through the porthole and alighted on the head of the man working inside and injuring him-in other words, that it was a pure accident The Crown, however, asserted that the prisoner struck the man deliberately and that the prisoner left the side of the ship and was seen in the cabin with the deceased at the time he struck the deceased on the head. If the jury believed the witnesses for the Crown, they would find that the prisoner struck the deceased in the cabin with the hammer. If they accepted the statement of the prisoner that it was an accident, the man would not be liable to any consequences. But before they accepted the statement of the prisoner they would have to reject the positive testimony of two witnesses which the Crown would call, and in considering the evidence in support of the prisoner's statement he would have to draw their attention to a part of prisoner's evidence.

given before the Magistrate to the effect that at the time of what he called the accident the man working with deceased outside had for some reason gone away. practice was that if one rivetter went away work ceased, and if the jury came to the conclusion that what was usual took place—that work was stopped — then the fact that one rivetter was away would destroy the theory the prisoner that the hammer slipped through the porthole while he was working and struck

Mr. Piercy submitted a plan of the scene of

Dr. Moore, assistant superintendent at the Government Civil Hospital, said the deceased was admitted to hospital with a fractured skull the bone of which was driven in. An operation to relieve the pressure and to arrest the hemorrhage was performed, but the deceased died shortly afterwards. He considered that it would require a fair blow with the hammer shown to have caused the injury he saw.

Cross-examined-He was not prepared to wear that the injury could not have been caused by the hammer falling from a height of four feet on the deceased man's head. He did not think the injury had been caused by a glancing blow.

The foreman rivetter deposed to seeing the prisoner strike the deceased on the head with a hammer as the latter was stooping. Witness might be mistaken for courage was considerable was then on the deck about 28 feet off. When witness entered the room the prisoner left and the small boy applied tobacco to the wound. He was certain the blow was struck with

as Dr. Moore stated. Cross-examined-Prisoner and the deceased

lived together, and he knew of no reason why than they. the prisoner should wish to injure the deceased. The boy who brought the hot rivets said the prisoner was at the side of the deceased and not

behind him when he struck three blows with the hammer and not one. He also stated that the pity, tempered by indignation. deceased was standing upright at the time he was struck and not crouching. Mr. Orr said he would not call witnesses.

more unreasonable and unjustifiable charge never was brought before anyone, and if evidence as that produced he was very sorry. Every witness had told a different story and Counsel would not insult the intelligence of the Sir Henry Berkeley having addressed the the task of coining for Australia. Under the

The Chief Justice told the jury that it was the prisoner's duty to explain how the murder happened. If the jury accepted the Crown facts it was prisoner's duty to explain as far as he could the malice.

The Foreman-Have we no alternative but His Lordship- No.

The jury returned after an absence of twelve

The Registrar -- Are you unanimous? The Foreman No.

The Attorney-General-They must be unanimous in a capital charge. His Lordship-They must be unanimous,

The Attorney-General-They must retire again.

His Lordship-You cannot push this. Really; there is no shadow of a case.

The Attorney-General-I feel very strongly the other way. The matter is out of my hands. His Lordship-You have done your best.

The Attorney-General - The jury must either return a verdict or be discharged. Your Lordship was asked by the foreman whether there was no alternative to a verdict of murder which carries death. As a matter of fact the jury can always return a verdict of manslaughter. His Lordship-Yes, but not on these facts.

Sir Henry Berkeley-The facts are for the jury-not for the Court. It is within their competency to return a verdict of manslaughter if they think it consistent. His Lordship-I think it would be inconsistent with their duty if they did so on

these facts. The Foreman -- If we can bring in a verdict of

His Lordship-If you brought a verdict of

The Attorney-General-On the facts there is no reason why we should not have a verdict of manalaughter.

His Lordship-It is impossible on your facts. The Attorney General-One man is seen to strike the other. It is competent for the jury to return a verdict of manslaughter if they

His Lordship—I agree -on these facts: where the evidence for the Crown is consistent, but where the stories told by two witnesses are inconsistent it is impossible that I should accept such a verdict. I cannot exercise any force over the jary. Gentlemen, I must ask you to go back

to your room. The Foreman-It is no use retiring. His Lordship-I think the jury had better go

back again, The jury again retired. On their return. they were naked:

Are you unanimous!

The Fereman-No.

The Attorney-General-I-would suggest you discharge the jury, my Lord.

His Lordship-(to the jury)-You can go. The Attorney-General-You can discharge the panel. I do not propose to proceed any further. I do not propose to present a further indictment The prisoner can be discharged. The prisoner was then discharged.

THE FINAL SCENE IN DHINGRA'S TRIAL.

### PRISONER'S CALLOUSNESS.

To-day's telegrams announce the execution of Madar Lal Dhingra, the Indian student who murdered Sir William H. Curzon Wyllie and Dr. Lalcaca. A London contemporary describes the closing scene of the trial at the Old Bailey as follows :-- " Calm and callous, he stood in the dock at the Old Bailey and heard his death sentence. It was a painful exhibition on the part of one who had committed so great a crime, As the story of the terrible tragedy at the Imperial Institute was told, exciting the pity of listeners, the one man who was responsible for it all sat in the dock without displaying the

slightest sign of remores. Dhingra had not been in the court five minutes before he revealed the working of his mind. When called upon to plead he exclaimed: Whatever I did was an act of patriotism.

which is justified." And this was not the remark of an insane man; the demeanour of the prisoner suggested a person of intelligence, but with a judgment sadly warped and a mind subtle and conceited. His last remark before he quitted the dock was: "I am proud to have the honour of laying down my life for the cause of my country. I don't

It was a pathetic trial, and the attempt of the prisoner to adopt the character of the hero was one of its saddest features. His attitude was out of harmony with the feelings of sympathy that had been kindled by the story told from the witness-box, and it was impossible to restrain the thought, as Dhingra quitted the dock, that behind that frigid exterior which

After the scorn of the prisoner the words of Mr. Tindal Atkinson, K. C., who appeared on behalf of Dhingra's family, came as a relief, and carried with them a little to balm injured side of the hammer and not with the face, feelings. He had been instructed to say that the prisoner's family viewed the crime with the greatest abhorrence, and he added that there were no more loyal subjects in the Empire

And so a remarkable trial ended, having only occupied an hour and a half. Nothing occurred that could be described as sensational, the details of the murders given by the witnesses and the demeanour of the prisoner excited

#### AUSTRALIA'S SILVER COINAGE.

By the beginning of the year Australia will have a silver coinage of her own. For some time past negotiations have been conducted between the Imperial Mint authorities and the Commonwealth Government with respect to coining, and recently the Australian Government received a telegram, which indicated that the British authorities had agreed to undertake agreement entered into the Imperial authorities are to supply the Commonwealth with the coins for a term of years for a price covering the actual cost of manufactur ing. The new coins are to be distinctly Australian. On one side will appear the head of the King, while the other will bear some Australian design. The intention of the Government is to have about £150,000 worth of coins struck off every year. These will be circulated in Australia, and about £100,000 worth of the old coins will be recalled annually, until they have all been withdrawn from circulation. The distribution of the new issue will be accomplished by the banks. The Australian Treasurer expects to realize £50,000 a year from the new system,

#### CORRESPONDENCE.

THE LACK OF EDUCATIONAL FACILITIES AT THE PEAK.

TO THE EDITOR OF THE "HONGKONG

DAILY PRESS." BIR,-As a newcomer to this Colony, cannot but express my admiration of the many benefits which have accrued from an enlightened and progressive government, and, generally, I think the past and present men in authority are to be, not only congratulated, but also regarded with appreciation for the results of their labours.

There is one thing, however, which strikes happened, so that loyal Republicans celebrated the me very forcibly which is not to the Colony's 120th anniversary of the downfall of the Bastille credit: I refer to the lack of any educational in the usual style, by hanging out tricolours out facilities for children in the Peak District. of their windows, wearing all sorts of Re-Surely, sir, this is an emission of no little publican emblems, going to see the great importance, and one which I submit ought to Military Review at Longohamps-always a receive early if not immediate attention, for, magnificent spectacle - and by feasting, drinking, whilst the cost involved would only be small, singing and dancing. Paris was full of visitors, the benefit to the children concerned would be all of whom greatly enjoyed the celebration of incalculable.

place, what appears to be necessary is a and being merry as long as they can on that day, Kindergarten School, where children between for the Fête only lasts a day, and they have to the ages of five and seven years can be taught return to work the next morning. There was a in a scientific manner to use the senses and the great profusion of English flags-a sight that mind so that when they pass on to the next | must have given great pleasure to all classes of step in their education they will unconsciously French people. This year's Military Reviewinteresting.

a child can never receive at home.

short, and many children regard it as a punish. system is not only useful but a real pleasure.

these schools, and it would certainly appear to be through the music and threw him, to the ment towards the coast and the country. There them for the benefit and pleasure of the children

may not be desirable to send children to an France's greatest and newest airships, arrived reason, this year why the exit for the seashors ordinary school at an early age, yet the from opposite directions as the troops began kindergarten system, which is one of develop- the march past. Stopping 100 yards away from the Presidential box, the ships saluted ing the faculties through play, can be taught to young children without detriment, whilst the self-control and self-discipline required in the play, work to the child's lasting benefit. It comes at anuge, too, in which, whilst the mental effort of an elementary school is not desirable. discipline and occupation of some kind is certainly wanted.

To teach the kindergarten system properly it is essential that a certificated kindergarten mistress shall be employed, for if incorrectly taught it might be detrimental to the child's interest and development.

Should it be desired, a preparatory or element. ary school could be associated with the kindergarten, but, judging by the children at the Peak the latter is of the greatest importancewould therefore submit, sir, through the medium of your columns, that the Government should undertake to provide a school of the occasion to go to the Opera, or other places of character referred to without delay;

The school fees could be fixed so as to make a school very largely self-supporting, and a temporary engagement of a certificated mistress and temporary premises could be arranged for until something permanent can be done. In this manner the cost to the Government would be very small, no time would be lost in providing this very necessary facility, and the educational authorities could feel their way before entering

on a more permanent scheme. In this letter the subject has been merely touched upon, but it is hoped that any others who are interested in children may write to you on the subject making any suggestions that may occur to them.-I am, Sir, etc.,

THE CHILDREN'S FRIEND. P.S.-I might add that I have already spoken to a number of people on the subject, and it meets with general and enthusiastic approval. The only person who did not approve was a bachelor !

THE REVENUE QUESTION.

TO THE HDITOR OF THE "HONGKONG DAILY PRESS."

Sir,-Judging by the correspondence in the local Press, the suggested increase of licence fees appears to be causing considerable interest. It is undoubtedly necessary for the Government to raise more revenue to meet the expenses of the Colony, and it is their duty to obtain same from sources which will least affect any particular section of the community.

Will this measure meet the case? From my point it will not. I am a householder and a consumer of wines and spirits; my neighbour is a tectotaler, and therefore I shall be paying part of his proportion for the upkeep of the Colony, and I suggest, to make it a just taxation, distribute it over the whole community by putting. it on property.

I am surprised the Government have not the plack to put the necessary amount on the rates. but if there is any truth in what one hears outside, it would appear the strings are being pulled by our unofficial members on the Council. I hope this is not the case; still it is common

It would be interesting to know when the rates were last increased, also the additional revenue obtainable if raised 5 per cent.—Yours, &c., IMPARTIAL.

HOW TO BE BEAUTIFUL-Keep your com plexion. Mrs. Ellen's Crême Charmante, Lait Charment and Special Skin Tonic and Poudre Charmant will enable you to do it. Her

PARIS LETTER.

(Specially written for the "Hongkong Daily Press)."

THE NATIONAL PETE DAY.

July 16th, 1909.

The "glorious" Fourteenth of July passed off much better and quieter than was expected. The discontented—and their name is legion of late in France - had prepared a great demonstration programme for last Wednesday, the "Camelots du Roy," or young Royalist party, had also planned trouble, so as to spoil public rejoicings Nothing of all this happily

the Fete Nationale and in many cases joined Judging from my short experience of the in the fun. Parisians believe in eating, drinking and without effort bring all their faculties into | where the flower of the French Army marched

> the Head of the State by dipping their flags. The majority returned to Paris after the Review, and spent the afternoon the Open and other theatres, which, usual, were crowded to sufficcation, for the gratuitous performances given the occasion of the Fete Nationale. In the evening—the weather still being fairly fineeverybody came out of doors again, this time to see the open-air denoing and brilliant illuminations and firework displays. The wine-shops and cafes, which were allowed to remain open all night according to custom, made a fortune The beggars and hawkers invaded Paris-New Year's Day and the Fourteenth of July being the only two days in the year on which they are at complete liberty to do as they like provided they behave themselves. Many seized the amusement, which, as already remarked; are opened free to all who can succeed in getting in. There is always a terrible crush and fight for seats. It pays to get in, as the plays are all brilliant and exceptionally attractive.

AEBONAUTIC.

Mr. Latham is still weatherbound; otherwise

he is quite ready to attempt flying across the Channel. No one feels more annoyed than he does at having to unavoidably disappoint so many people on both sides of the Channel as he does. He is a model of patience; so is his companion inventor, M. Levavasseur. There is absolutely nothing else to do under the regrettable circumstances than to wait patiently at Sangatte for a favourable opportunity, which never seems to come along. Mr. Latham is as confident of ultimate success as ever. To attempt a flight across under present conditions would be to court disaster, perhaps certain in Europe more highly taxed than Franco, and death. Hence, why Mr. Latham is so strongly | no country where, in a certain sense, there is so advised to wait. It is only natural that the little to show for it. Well may it be said that intrepid young Frenchman should feel greatly | the Budget figures of M. Caillaux, the Minister disappointed with his persistent run of ill- of Finance, have frightened everybody, while lack. Thousands of visitors continue to his proposed Income-Tax has driven millions arrive from all parts to inspect his wonderful from the country. The Republican Governmonoplane, and in expectation of seeing him ment, in spite of its other virtues, is certainly depart. Many are getting tired of waiting and not cheap. In spite of its strict economy as are losing interest in the venture. Last Tues compared with Royal and Imperial countries day Mr. Latham-a Frenchman born of English France sinks deeper and deeper into the mud parents-Inade a superb trial flight which greatly each year. The vast and growing expenditure, delighted spectators. He soared to a height of which puts a greater and greater burden upon 200 feet, cleaving the air in wide circles. De | the people is difficult to explain. One is not scending in a field in a valley, the sudden cessa- far wrong in attributing it to social tion of the wind brought the scroplane to the legislation. Bureaucracy is a curse to ground rather more sharply than was expected. the country. M. Caillaux admite a de-The landing skid was broken and a wheel ficit of 100,000,000 francs (£1,000,000), which buckled. The repairs were only a matter of a has to be met by new taxes and loans, few hours. So pleased was Mr. Latham with | while the Budget of 1909 is at the present mothe behaviour of the machine that he decided ment in a scarcely more favourable situation. that it is unnecessary to make further trials. A report by M. Doumer on a number of suppleattempt the Channel without delay. The few days ago. Up to the present the supplehis own way, and if successful would have immediately received the Daily Mail prize of £1,000. To-day he has to reckon with rivals.

absolutely necessary. That said, it is utterly unjust to blame Mr. Latham before the expectations of the public have not been immediately realised. Mr. Latham's monoplane Antoinette is in an absolute perfect condition ready to start at moments' notice.

LA PEMME PRANCAISE.

It is proposed to shortly erect a monumen on the Champ de Mars to the glory of "La Femme Francaise," thus henouring the French. woman. The scheme has met with the warmest support not only from the Municipal Council but from politicians of all parties, artists, literarymen, soldiers, and sailors, &c. The monument in question will take the form of an allegorical figure, it will be in bronze, pyramidal in shape, and attain a height of 40 feet. The pedestal will be ornamented with bas-reliefs glorifying courage, devotion and resignation of Frenchwomen.

THE DIAMOND SWINDLER,

One fails to see what Lemoine, the diamond swindler, hopes to gain by appealling as he has just done against the sentence passed on him last week. He cannot establish his innecence. A confirmation of the sentence will likely result.

BFFECTS OF UNSEASONABLE WEATHER.

One has only to go into the country for a few hours to see what the abominable weather has done to farmers and gardeners. Certain is it that we have had no summer weather so far, and not likely to. It was much warmer service, thus not only developing them but also past President Fallières and other distinguished more agreeable in the early part of May than making the task of learning easier and more guests-again took place in the morning. The new. Fruit and vegetables are selling at very Review over, the soldiers marched back to their | bigh prices in Paris : first, because of the large Apart from the educational advantages; the respective barracks followed by thousands of ad- number of visitors, and, secondly, because the natural but easy discipline of a Kindergarten mirers. Some 25,000 troops of all arms partici- persistent rain has ruined the agricultural School would be very useful, and of a kind that pated in the imposing spectacle. It is estimated produce. Everything is soaked and rotting on that quite half a million spectators were present. The ground. These who depend on the weather The hours at Kindergarten Schools are only The Review was marred by a slight humiliating for their prosperity are to be sincerely pitied. accident to the Minister of War. As General Poor farmers! Everyone is complaining, everyment to be kept' away, thus proving that the Picquart was riding past the President of the one is disgusted with the wretched weather, French Republic and saluting M. Fallières which is ruining thousands. For instance, there The children at Home have the advantages of | with his sword, his horse became unmanageable | is no indication, as in other years, of a movea short-sighted and unkind policy not to provide uprearious amusement of the crowd. The has been up to now no stampede on the part Minister was happily unhart and quickly re- of society for the summer resorts. It would mounted. La Republique from Meudon, and the only be a waste of money without enjoyment. It is common knowledge that, whereas it Ville de Nancy from Sartrouville—two of Yet, there was every reason; or rather more and the mountain should be as universal as ever. for the season had been prolonged by a fortnight. Even in Paris, those to whom fine weather is everything remain indoors: There is no enjoyment in sitting in the open-air theatres or outside restaurants while the rain blows into one's face. All engagements are cancelled; society is patiently waiting for the clouds to roll by-if they ever will. It is a most unfortunate state of things for everybody. THE NAVY.

The discussion in Parliament on the Nava Report has, so far, yielded nothing. As much was expected by all those familiar with French politics. According to the Gaulois. "The inquiry has sunk like a stone". Deputies and Senstors belong to the same family, it remarks they know one another, they have studied each others' careers and can prove very dangerous opponents. Therefore, they do not attack one another. So the naval scandals are likely to sleep in the archives of the Rue Royale for want of a party strong enough and energetic enough to insist on reform. Meanwhile, the failure of Parliament to effect anything at all is more and more apparent. Questions of extraordinary importance have been before the sea. But there is the stone right enough in the Legislature, but they have resulted in nothing: Those questions include the revision of the Customs duties, an electoral reform bill, the reorganisation of the Navy, and the famous "Statut des Fonctionnaires", which regulates the position of civil servants. Of course these measures cannot possibly be voted before the breaking up for the summer vacation. In November next, when Parliament re-assembles, its whole time will be taken up with the voting of the trouble-

TAXATION.

As most people are aware, there is no country Next time he rises in the air it will be to mentary credits was laid before the Chamber a are at the mercy of the terrible weather total deficit of £4,530,000. M. Doumer remarks Had it been possible to attempt the flight in his report that a number of supplementary before, Mr. Latham would have had it all estimates appear to be inevitable for the operations in Morocco, the strengthening of the artillery, &c., and expresses alarm at the situation, M. Caillaux defends his Budget proposals Mr. Latham and others may have to wait prob- for the year 1910, and remarks that it is now too ably a month before the weather is exactly lit late for the taxpayer to complain of the infor a journey of this description. The crossing crease of expenditure : when Parliament was lifetime, A. S. Watson & Co. Ltd. Sole Agents, of the Channel is a very tricky business even preparing to vote laws which entailed new at the most favourable time, and caution is expenses on the State was the proper time.

certain salaries could reasonably be suppressed, other salaries we are told require to be raised. All this is lamentable and likely to lead to very serious trouble. The position of Minister of Finance in France is no sinecure. M. Caillaux is the most abused man in France at the present moment on account of his demands for money. The people are getting tired of being bled year after year l'it seems a matter of impossibility for France to get free of debt, however hard she tries. The time is coming when the people will refuse to pay more taxes. A serious state of things which the Government must reckon with.

WORLD'S EIGHTH WONDER!

ASTOUNDING PROJECT.

Seldom in this twentieth century does one come across a personality and a place more curiously reminiscent of the middle ages than may be found any one of these days in the very heart of modern Brixton, whence has issued one of the most astounding projects of

shop close to Brixton Station-just such an spothecary's shop as one could imagine Romeo visiting in Mantua-where one has hardly room to turn amongst old bottles and rusty keys, mysterious-looking boxes and presses. personality is Dr. George P. Sargent, once a physican with a good country practice in Essex, now an old man of 70 turning his hand to all sorts of strange pursuits.

Originally a Guy's man-M.D. of St. Andrew, and M.R.C.S. Eng.-he proclaims himself physician, surgeon, accoucheur, dentist, apothecary, house and estate agent, insurance agent, and vendor of proprietary articles. Indeed, packages representing various curiously-titled blends of coffee, cocos, sugar, malt and hops, jostle the cases of false teeth and other

paraphernalis of the window. But amidst all these distractions, old Dr. work of his life, which is the promulgation of a great project for saving Ireland. To this hoped for end, like the alchemyst of old, devotes all the knowledge and energy his 70 years can muster and, apparently, not a little of such cash as accrues through the shop. The plan is nothing less ambitions than the joining of Ireland to Great Britain by the running of a dam-or rather, two dams-across St. George's

TWO DAMS ACROSS THE SEA. In a little den at the back of the shop, lined with encyclopædias, Dr. Sargent detailed his scheme to a Daily Chronicle representative. He did so with an siry cheeriness and confidence that made doubt a sacrilege.

My scheme is simply, said he, to dam George's Channel. Of course, everybody laughs at me-my own family included. They say it is impossible, but then everything was impossible once-steam voyages, airships, the Suez Canal, and a thousand great inventions. I have studied the matter for thirty years, and I am sure it is possible.

My idea would be two dams-one stretching from Helyhead to Greeners, another from St. David's Head, near Fishguard, to Carnsore Point, in county Wexford. The dams would have to be respectively sixty-three miles and fifty-two miles in length. They would have to be a mile in width at the base and a quarter of a mile wide at the ton.

This would afford a fine embankment, over which trains could run, and roads, houses, etc., be built, practically uniting Ireland to England or rather, to Wales. All within the dame would be converted into an inland sea, while canale from Milford Haven to Fishguard and through the Menai Straits would permit the passage of shipping.

The effect of it all would be. Dr. targent gaily continued, to settle once and for all the question, and to develop all the used resources of Ireland. It would be stupendous work. I know. It would mean millions of tons of stone being dropped into the

Welsh mountains, THE ESTIMATED COST.

I have figured out the cost at something over £50,000,000, and it would take thirty years. The money could be paid back by tells. Think by the way, what a fine motor track it would make round the coasts and over the Channeland what a splendid place for yachts the inland ses would be

. So the old man babbled on about his dream In the light of his faith difficulties floated away into thin air. The necessity of an Act Parliament was easily negotiated. I shall just apply to King Edward to be created a marquis, he said, and put a Bill through. Everything would come in useful, you know. Even the obsolete battleships would serve for old iron.

Not least, Dr. Bargent has started wha he hopes will prove an annual and universal guines subscription, and has had maps and prospectuses printed, and even receipt forms But, he remarked, you wouldn't believe it, haven't had a single subscription yet! Ha, l ha!-and the old fellow laughed with a good humour that had its pathetic side. The probability that supposing Snowdon and Carnedd Liewellyn could be shifted under water by handy earthquake, Freiand herself-and especially Dublin -might object, never seemed to have

entered his head From inquiries, The Daily Chronicle representative learnt that this old dreamer of Brixton is quite a popular character in his way, shrowd and kind-hearted, and inspires local wonderers much as Roger Bacon might have done mediæval neighbours. And, after all, in a few centures' time, when some method of inexpensive mountain-dumping has been invented, who knows but that dam may be the eighth wonder of another world?

FIRE ON STEAMER "GLENAVON."

Last week the watchman on board the steamer Glenavon, 2,798 tons, Captain Wolfenden, from Liverpool with general cargo, lying at Limpopo found its way to Jerusalem. Conte de Lambert has arrived at Wissamt mentary credits required amount to £3,780,000, the C. M. Lower Wharf, Hongkow, Shanghai, a few miles away, with his Wright aeroplane and allowing for surplus receipts there is still noticed smoke issuing from one of the forward with which he hopes to fly across to Dover. a deficit of £2,330,000, to which the initial defi- holds. He at once gave the alarm and the Other competitors are also getting ready for the cit of the Budget of 1909 (short-term bonds of officers and crew mustered, ready for service. The hatches were kept closed and the fire was Mr. David Stevenson, whose death has occurred. record flight; this has not a little made Mr. a value of £2,200,000) must be added, making finally located in the No 2 hold, in which in his 88th year, joined the London and Latham feel uneasy. One and all in any case for the first five months of the financial year a there was a cargo of phosphorus and bran. Birmingham Railway in June, 1837, and rose The crew soon had streams playing on the to the position of goods manager of the London fire, using the ship's own appliances, of and North-Western Railway. He kept a which she has a good equipment. In addition private diary of the important events of those to these several streams were also led on early days when the third-class passengers rode board from wharf. The general alarm was in open carriages, and tickets were torn from not sounded and it was not found necessary to a book. call in any ontside assistance. A good of the cargo has been damaged by both fire and | stations were enclosed with lofty iron railings, water, but the damage to the ship itself is within which the passengers were imprisoned trifling. Most of the cargo will have to be landed until the train arrived. They were then perdeserve credit for the manner in which they got the fire under control.—Shanghai Mercury.

NOTES AND NEWS.

HEREDITY. The Ministry now has three members wh are practically hereditary legislators; and all of them, says the World, seem to think it their duty to show that they possess the defects of their fathers' qualities.

"Where big Sir William was defective Was in his loud and crude invective: And brilliant Randelph, though so able, Was far too reckless and unstable: Gladstone, the orator persuasive, Was sometimes shifty and evasive. The faults of all these mighty ones Live greater in their lesser sons." TEST OF YOUTHFUL TRAINING.

To prove the benefit of their careful physical training the two young sons of John Abernethy, a United States marshal, have started on a horseback trip of 1,300 miles without any adult companions. They are five and eight years old but their father boasts, Chronicle says, that they are "as hard as nails." and will finish the trip with honours. The route they are taking will be from Guthrie, Oklahoma, where they live, through Texas and New Mexico to Roswell. Specially selected ponies have been secured for them, the eldest boy having become the owner of a famous cow-The place is a tiny little cell-like apothecary's | boy mount used by ex-President Roosevelt.

FIVE BEOTHERS WED FIVE SISTERS. A Kentucky dispatch reads :- A. marceremony in Kent county to-day united five sisters to five brothers. Maud, Nellie, Kate, Anno and Susie Martin were married to John, Dan, Hugh, Jack and Dick Hill. Five sisters acted as bridesmaids and five brothers of the bridegrooms acted as best men. It was proposed to follow the wedding with a honeymoon for the five happy. couples to extend to St. Louis, but the lateness the crops prevented the members from leaving home at this time. THE DEETS OF A KING.

The Seculo (Lisbon) states that the commission appointed to inquire into the loans made by the Government to the Royal Family during the reign of King Carlos has now reported that the total amount is £400,000. According to the arrangement made and approved by Parliament last year, the sum, which has now been determined, is to be repaid in twenty annual instalments. This means that out of King Manuel's yearly civil list of £73.000 the amount of £20,000 will have to be deducted to liquidate his father's debts.

BROKEN NECK NOT FATAL.

Edwin G. Ladd, a fireman, on whom an inquest was held by the Southwark coroner last month, broke his neck by falling from a ladder at the brigade headquarters. "I believe there was a similar case of a broken neck some years ago," the coroner

remarked. "Yes," a medical witness from Guy's Hosspital stated, "and the man is still alive, and is likely to live for another ten years. He requires medical attention night and day, but he is quite cheerful. He reads the newspapers A representative of the brigade stated that

a third man, who had fallen sixty feet from a ladder, had recovered from his injuries. HOUSE BUILT FROM BATTLESHIP.

As an illustration of the lax methods in the French Navy which have had such a dramatic sequel may be instanced the revelations made recently at the trial of an arsenal employee at Toulon on a charge of pilfering. The evidence showed that the man had built a house out of State harbour. Making journeys in a small boat by night, he removed timber, ironwork, and practically all he wanted, and when the house had risen two storeys, he moved into it, together with two families with which he was connected, Another storey was to have been added, but given the benefit of the First Offenders' Act.

MR. BOOSEVELT'S ADVENTURES.

Mr. Recsevelt, according to the special correspondents of the New York Press in Africa, gathered ma terial for a thrilling chapter of reminiscences recently, when he engaged in a perilous encounter on Lake Laivasha with more than a dozen hippopotamuses. Starting at 9 s.m. in a small boat rowed by two negroes, Mr. Roosevelt had proceeded to a remote part of the lake, when he was suddenly attacked by "shoal of hippopotamuses." Some of animals dived beneath the boat, rising underneath it and striking the bottom of the frail craft with their backs. Others swam straight at the boat. The negroes were frantic wit fear. Shouting to them to keep still, procee the story. Mr. Hoosevelt seized his gun and shot in quick succession two of the "hippos, one a cow and one a bull, and frightened the rest away. Finally a launch with a rescue party reached the ex-President and assisted him towing the specimens ashore. KING BOLOMON'S MINES.

The statement made at the Rhodesian dinner that the ancient workers by delving only 50ft into the soil had extracted, it was calculated, between sixty and seventy million pounds worth of gold, throws an interesting light on o pictures which always seemed mysterious if not incredible, remarks the Pall Mall Gazette. When we read how King Solomon made the utensils of his temple, the snuffers, basons, and so forth, of pure gold, and overlaid rith gold the doors, the laver, the chefubim, and all the hundred and one decorations of that unrivalled edifice, we are apt to wonder where all this gold was obtained. Dr. Karl Peters has proved that the people who delved in the Transvaal and left behind them there some 500 temples, fortifications, and mines. were the Phoenicians. These people we know from other sources "enriched the Kings of the earth," besides " making glorious in the heart of the seas" their own cities of Tyre and Sidon. They had intimate trade relations with Solomon, and so it becomes evident that the phrase, "King Solomon's Mines," is no mere fanciful creation, and that much of the precious metal procured of old between the Zambesi and the

INTERESTING RAILWAY REMINISCENCES. There has just passed away one who was intimately associated with the British railway system when it was in its very crude infancy.

Mr. Stevenson has told how the roadside mitted to rush out to take their places, for which which Charles Dickens described as saying, Road.

SKILL THERE IS

THOROUGHNESS OF CONSTRUCTION

IN ALL

PIAN

IMPORT  $\mathbf{WE}$ 

STAMPING THEM IN EVERY WAY

SUPERIOR VALUE

THROUGHOUT THIS CLIMATE.

CO. LTD.

Here are 250 people in the veriest extremity of danger, and here are their 250 screams all in The clatter caused by the stone blocks. which were used until the wooden sleepers replaced them, added greatly to the unpleasant-

ness of the journey. In Mr. Stevenson's early days the signalmen were actually men signals. They were attired, as the Telegraph reminds us, as the policemen of the period, with dress-coats buttoned up to the throat, white duck trousers, and top hats. They stood at intervals along the line, and performed " with their arms, their worried brains. and two flags" all the duties of the signal-posts by which they were superseded. Fir Robert Peel, Lord Brougham, and Daniel O'Connell often rode on the railway, according to the disrist, for the novelty of the sensation.

WINE GROWING AT CHEFOO.

In the Chefoo Trade Report, Mr. F. S. Unwin. Commissioner of Customs, gives the following interesting account of a notable local enter-

Space may be found here for a brief account of the wine-growing enterprise started in Chefoo in the year 1891 and presecuted in the face of many difficulties with extraordinary patience and perseverance, at a vast outlay of capital, by the Chang Yu Pioneer Wine Company. The Company, a private one, owned mainly by the well known Kwangtung capitalist Mr. Chang Chenheun and under the local direction of his nephew. fittings which he had purloined from the Mr. Chang Ying-tung, commenced operations in untiquated battleship Neptune, which lay in the | 1895 under a Government charter, issued at the instance of the Grand Secretaries Li Hungchang and Wang Wen-shao, primarily with the intention of making wine from the excellent native grape grown in large quantities in the Laichow district, as well as elsewhere in the Chihli, Shantung, and Fengtien provinces. It dissensions broke out amongst the occupants, was very soon found, however, that the supply and Leterrier was denounced to the authorities. was not only irregular, insufficient, and costly, He was sentenced to a year's imprisonment, but but that the grape itself was deficient in sugar and produced a wine of poor and thin quality. Some vines were then imported from Americs and planted in the company's own vineyard near Chefoo. In 1896 under Baron von Habo, the Austrian expert who manages the business, large quantities of different varieties of vines, guaranteed free-but not immune-from disease by the Austrian Government nurseries, were imported and planted. These flourished at first but after some time became infected with phylloxers, the source of which was found to be the first vines imported from America. The company had then to face the prospect of the complete rain of its enterprise or the costly alternative of gradually replacing every plant by graftings on imported plants of the disease-resisting varieties. The first batch of these was imported from Austria and planted in 1902, since when the process of substitution has gone on steadily. with the result that the bulk of the plants covering the 700 mon (roughly, 120 acres) now under cultivation are immune to the pest. During all these years the vintage has been accumulating and maturing in huge casks in the cellars of the company-the actual stock, consisting of over 20 varieties of red and white still wines, being about 2.000 hectolitres red and 1.000 white. The wines are pronounced by all who have tasted them, including not a few connoisseurs, to be excellent, and much pressure has been brought on the company from various quarters to induce it to sell. Before this is possible, however, the question of casks and bottles, which presents considerable difficulties; has to be solved. Se far no wood suitable for časks has been obtainable in eastern markets. There is a glass factory at Poshan, on the railway line between Tsinanfu and Wei-hsien, which turns out a very superior description of glass, but up to the present has not been willing or able to undertake the supply of wine bottles. The Chang Yu Wine Company now possesses 1.000 mon of land on the Chefoo hills but experiences many obstacles in adding to it. Though practically worthless for farming, owners of adjacent land ask prohibitive prices. The results f many years experience show that the climate -though occasionally injuriously damp during July and August-and the soil of the district are on the whole suitable to wine growning, and that a vast amount of hill land, otherwise unprofitable, could be made productive if

> PASSION PLAY AT OBER. AMMERGAU.

obtainable at a reasonable price. The enter-

prising pioneers of this new industry are en-

titled to all the encouragement and support the

Government can give it.

Ober-Ammergau is a picturesque village in Bavaria about 60 miles from Munich and is celebrated for the passion play which is performed there every 10 years. The next performances take place in 1910, the play being given 32 times between May and September. Messrs. Thos. Cook and Son have been appointed official agents for the play and will damage. The crew of the ship worked well and they sometimes had to join in a free fight. be pleased to give any further information on "Then the engine gave a prolonged whistle, application at their local office, 16 Des Voeux

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day publication. Afterthat hour the supply is li nited. Only supplied for Cash.
L'elegraphic Address: Press Codes: A.B.C. 5th Ed Lieber's. P.O. Box, 33. Telephone No. 12.

#### NEW ADVERTISEMENTS

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer " DEVANHA." FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo :-From London, &c., ex s.s. "Morea." From Calcutta, ex s.s. " Palawan." From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s Steamers. Optional Goods will be landed here unless instructions are given to the contrary within

6 hours. Goods not cleared by the 24th inst., at 4 P.M., will be subject to rent. No Fire Insurance will be effected by me

in any case whatever. Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the Goods have left the

> E. A. HEWETT. Superintendent.

Hongkong, 18th August, 1909.

NIPPON YUSEN KAISHA. NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON. COLOMBO AND SINGAPORE.

HE Company's Steamship

"KANAGAWA MARU," having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed

Optional Goods will be carried on unless instructions are given to the contrary before NOON TO-DAY. Goods not cleared by the 25th inst. will be subject to rent.

No Fire Insurance has been effected. Damaged packages must be left in the Godown for examination by the Consignee's and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will

NIPPON YUSEN KAISHA. Hongkong, 18th August, 1909.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

B.S. "BENLAWERS," FROM LEITH, ANTWERP, MIDDLES-BRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may

be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst. will be subject to rent.

All Claims against the Stoamer must be presented to the Undersigned on or before the 31st inst., or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst, at 11 A.M. No Fire Insurance has been effected

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co.,

Hongkong, 19th August, 1909.

BUTTERFLY CABINETS FOR SALE. TWO well made CAMPHOR WOOD CABINETS, Eight Drawers each, fitted with glass. Cheap.

PERCY SMITH & SETH. Hongkong, 19th August, 1909.

NOTICE.

HINESE INTERPRETER Required at the MAGISTRATE'S COURT, Sandakan, British North Borneo. Qualifications are a Knowledge of the Hokien, Tiochiew, Hakka and Cantonese dialects-a Knowledge of the Reading and Writing of the Chinese Characters is desirable. English essential. Salary—\$90 per month Singapore Currency with an allowance of \$10 per month in lieu of

quarters. Applications to-GIBB, LIVINGSTON & Co., Agents.

British North Borneo Govt. Hongkong, 11th August, 1909.

GRACA & CO.. (Established 1895.) No. 27 DES VŒUX ROAD. Dealers in POSTAGE STAMPS

VIEW POST CARDS. Just Received a Selection of SENT'S LLLUSTRATED

POSTAGE STAMP ALBUMS of Latest Edition, from \$1.75 to \$16 Each. Inspection Invited.

#### PUBLIC COMPANIES

HONGKONG & SHANGHAI BANKING

NTOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be hold at the CITY HALL Hongkong, TO-MORROW (SATURDAY) the 21st day of August, 1909, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1909. The REGISTER of SHARES of the

Corporation will be CLOSED from MONDAY, the 9th August, to SATURDAY, the 21st August, 1909 (both days inclusive), during which period no transfer of Shares can be registered. By Order of the Court of Directors.

J. R. M. SMITH, Chief Manager. Hongkong, 31st July, 1909.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held in the Offices of the Company, Queen's Buildings, Connaught Road, on MONDAY, 23rd August, at 12 o'clock, Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1909. The TRANSFER BOOKS of the Company

August, both days inclusive. By Order of the Board of Directors,

GEO. A. CALDWELL, Acting Secretary. Hongkong, 27th July, 1909.

HONGKONG ICE COMPANY, LIMITED.

NOTICE.

N Accordance with the Provisions of No. 104 of the Articles of Association the General Managers have This Day declared an INTERIM DIVIDEND for the half year ended 30th June. 1909, of TWO DOLLARS PER SHARE. DIVIDEND WARRANTS may be obtained on application at the Office of the Company on Telephone 668. and after WEDNESDAY, 25th instant. The TRANSFER BOOKS of the Company will be CLOSED from the 20th instant to the 24th instant, both days inclusive.

JARDINE, MATHESON & Co., Ltd., General Managers. Hongkong, 13th August, 1909.

### INSURANCES

NYORTH BRITISH AND MERCAN. TILE INSURANCE COMPANY. WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO. TOTAL FUNDS AT 31st DECEMBER, 1908

£19,121,310. Authorised Capital ... £6,000,000 Subscribed Capital 3,275,000 Paid-up Capital 1.212.500 II. Fire Funds The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Hongkong, 14th August, 1909.

NOTICE.

TAVING been appointed AGENTS in. be admitted after the goods have left the . I Hongkong for the WESTERN ASSURANCE COMPANY, we are prepared to accept approved European and Chinese Risks at Current Rates. JOHN D. HUMPHREYS & SON, Hongkong, 18th August, 1909.

CHOICE AUSTRALIAN

BEEF, LAMB, MUTTON

SINGON & CO.

TRON, STEEL, METAL and HARD-WARE MERCHANTS. Wholesale and Retail Ironmongers Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchandlers. Nos. 35 & 37, Hing Loone Street, (2nd Street, west of Central Market) Telephone No. 515.

A LING & CO..

19, QUEEN'S ROAD CENTRAL. FURNITURE AND PHOTO GOODS

STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken. Hougkong, 31st July, 1907. [629]

JUST LANDED A LARGE ASSORTMENT OF LADIES' & GENTS' BOOTS & SHOES.

TACK & CO., PHOTO-SUPPLIES,

26, DES VŒUX ROAD, CENTRAL. Hongkong, 20th August, 1909.

INTIMATIONS

ST. JOSEPH'S COLLEGE. CORPORATION.

FITHE Scholastic Year will COMMENCE on MONDAY, 23rd inst. For particulars as to Board and Tuition THE DIRECTOR. Hougkong, 19th Angust, 1909.

NAVY CONTRACT.

TIENDERS are invited for the Supply of L UPHOLSTERY WORK for one year from 1st September, 1909, to H.M. NAVAL YARD. Hongkong. Forms of Tender can be obtained on appli-

cation to the NAVAL STORE OFFICER, H.M. NAVAL YARD, and should be returned not later than Noon the 23rd August, 1909. A deposit of One Hundred Dollars (\$100) will be required when applying for Tender Forms. This will be returned if the Tender be declined. The lowest or any Tender will not necessarily be accepted, and the right is reserved of accepting any portion of a Tender.

H. RISSLAND, Naval Store Officer. Hongkong, 18th August, 1909. HONGKONG JOCKEY OLUB.

NOTICE.

TEMBERS wishing to put down for will be CLOSED from the 9th to the 23rd IVI Subscription Griffins for the next RACE MEETING are requested to send their Names in to the Undersigned, from whom all particulars regarding Price and conditions pertaining to selection and passing may be obtained.

> T. F. HOUGH. Clerk of the Course. Hongkong, 28th July, 1909.

CUTTON'S SEEDS Special Selected Collections for this Climate. VEGETABLES AND FLOWERS IN AIR-TIGHT CASES. To be obtained from

CHINA EXPRESS CO. 3, Duddell Street.

TO LET

TO LET.

KING'S BUILDINGS.

FFICES facing the Harbour from about October at present in \*occupation of Messes, JARDINE, MATHESON & Co., LTD.

THE HONGKONG LAND INVEST. MENT & AGENY CO., LD. Hengkong, 1st August, 1909.

POPULAR SUMMER RETREAT. NE of the BEST HOUSES at Kuliang. the Beautiful Summer Resort and Sani-

tarium, near Foochow, to be let, fully furnished for the whole season. Apply to Office of this paper for references. Foochow, 22nd May, 1909.

TO LET. ATO 1. OBSERVATORY VILLAS. Kowloon. Five-Roomed House; Electric Lights and Tennis Court. "ERANEE BUNGALOW," Kowloon. Small Garden attached. Moderate Rental. Apply to - ARRATOON V. APCAR & Co

14. Des Voeux Road. Hongkong, 3rd March, 1909. TO LET. NTO. 2. ELLIOTT CRESCENT, ROBIN-SON ROAD, Six Roomed House, with

Outhouse, Commanding a Fine View of the Harbour. Apply to-F. K. D'ALMADA E CASTRO, 33, Queen's Road Central.

Hongkong, 7th July, 1909. TO LET.

DIRST FLOOR, No. 6, ICE HOUSE ROAD, NINE ROOMS, Electric Fittings, suitable for Offices or Dwellings. Also, GODOWN, No. 9, Duddell Street A B. AVASIA Duddell Street.

Hongkong, 1st July, 1909. TO LET.

ROUND FLOOR, No. 75, WYNDHAM STREET. Electric Fittings. Apply to-A. B. AVASIA.

1. Duddell Street. Hongkong, 10th August, 1909 TO LET.

NO. 1. GARDEN ROAD, Kowloon. Fight-Roomed House and Tennis Court. Fight-Roomed House and Tennis Court. Apply to-H. M. H. NEMAZEE,

9. Peddar's Hill. Hongkong, 14th August, 1909. TO LET.

NTO. 1, CANTON VILLAS, Kowloom. THE HONGKONG LAND INVEST MENT & AGENUY CO., LD. Hongkong, 4th August, 1909.

TO LET. NTO. 26, WYNDHAM STREET containing 6 ROOMS.

E. A. & C. F. CAEVALHO, 14, Arbuthnot Road Hongkong, 4th August, 1909. TO LET.

NTO. 1, ORMSBY TERRACE. No. 5, BARROW TERRACE. Rental. The well known Durbar House. Apply to-SPANISH PROCURATION. Hongkong, 31st July, 1909.

TO LET. NE LARGE OFFICE ROOM, No. 1, Prince's Building, IX Floor, ONE SPACIOUS GODOWN, No. 125, Wanchai Road

Apply to— REUTER, BRÖCKELMANN & Co. Hongkong, 1st July, 1909.

TO LET.

IN No.6, DES VŒUX ROAD CENTRAL OFFICES and GODOWN. In No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices. No. 9, PEDDAR'S HILL, a Commodious Five-Boomed Dwelling House, with Servants Quarters, next to the Masonio Club. DAVID SASSOON & Co. LTD.

Hongkong, 7th August, 1909. TO LET.

ATO. 14, WYNDHAM STREET, suitable for SHOP and OFFICE, etc., lately occupied by Weismann Ltd., for Tiffin Rooms. Apply to- YEE SANG FAT & Co., Opposite General Post Office. Hongkong, 21st June, 1909.

TO LET.

ODOWNS Nos. 7, 8 and 10, and the Top Floor of No. 3, (Tang Lap Ting's Godowns East Point). Immediate Possession. Rent exceptionally moderate.

Apply to-KAM FOOK, No. 107, Wellington Street, behind the Stag Hotel or Keeper of No. 6, Godown on the Spot. Hongkong, 28th May, 1909.

TO LET.

NTO. 1 and 3, MORRISON HILL. Also Apply-MESSES. JARDINE, MATHESON & Co., LTD. Hongkong, 31st May, 1909.

TO LET.

LIVE ROOMED HOUSES at Kowloon. 1 ROOM on First Floor of "Hotel Mansions," with use of Bath Room, suitable for Office or

Living Room. COMMODIOUS SHOPS Nathan Road, Kowloon. Immediate Possession. Chesp Rentals. KOWLOON MARINE LOT 48, Yaumati, Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c. Apply to-

HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED. Hougkong, 29th June, 1909.

TO LET.

NTO. 2, OLD BAILEY. Immediate possession; Moderate Rental. Apply to-ARRATOON V. APCAR & Co., 14, Des Voeux Road. Hon kong, 7th August, 1909.

TO LET.

HOUSE in Wong Nei Chong Road. A HOUSE'in RIPON TERRACE. OFFICES To LET, No. 2, Connaught Road 3rd Floor. No. 3, CLIFTON GARDENS, Conduit No. 10, DES VŒUX ROAD CENTRAL. OFFICES in YORK BUILDING.

GODOWNS IN PRAYA EAST, BLUT Buildings and No. 16B., Des. Voeux Road next to the Hongkong Horni. FLATS in MORETON TERRACE. Apply to-THE HONGKONG LAND INVEST-MENT & AGENCY CO. LD.

Hengkong, 1st August, 1909. TO LET. ODOWNS, Nos. 95, 96 and 97, PRAYA

CA EAST. Apply-CHATER & MODY. Victoria Buildings. Hongkong, 1st February, 1909.

> STORAGE. FOR COAL, TIMBER, &C.

TWO BE LET. a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER. Also FOR SALE. Portions of MARINE LOTS Nos. 31 & 36 PRAYA EAST. Approximate AREA 45,000 SQUARE FT. 999 TEARS' LEASE. For Particulars, apply— GEO. FENWICK & Co., LTD.

TO LET.

Tongkong, 8th June, 1906.

ODOWN, No. 5A, DUDDELL STREET Apply to-

THE HONGKONG LAND INVEST-MENT & AGENCY CO., LD. Hongkong, 1st August, 1909.

TO LET. NTO. 2, BEACONSFIELD facing the Parade Ground. PREMISES now in occupation of Messre Gordon & Co., known as 21, Whitefield, Shauki-

PREMISES at SHAMBEN, CANTON, now in occupation of the Canton Kowloon Railway. The EYRIE, No. 13, Peak. Unfurnished from 1st June, 1909. BEACONSFIELD ARCADE, Fine Shops, Offices and Dwelling Rooms. DWELLING ROOMS and OFFICES in Queen's Road Central. GODOWNS in Duddell Street. HOUSES in BELILIOS TERRACE ROBINSON ROAD, newly painted and colorwashed, exceptionally cheap rentals." FOR SALE.-TOR CREST, at Peak, commanding a Magnificent View of the Harbour

and Adjacent Islands. Apply to-LINSTEAD & DAVIS. 3rd Floor, Alexandra Buildings. Hongkong, 14th August, 1909.

TO LET.

NE DETACHED ROOM, with Separate Entrance and Verandah in Prince's Building, Second Floor. Apply to-WM. MEYERINK & Co. Hongkong, 2nd July, 1909.

BANKS

THE VOKOHAMA SPECIE BANK

CAPITAL PAID-UP ...... Yen 24,000,000 RESERVE FUND ...... 15,500,000 HEAD OFFICE-YOROHAMA.

BRANCHES AND AGENCIES.

Tokyo Kobe Nagasaki New York San Francisco Honolulu Shanghai Bombay Hankow Chefoo Tiontsin Peking Newchwang Dalny Port Arthur Antung Lioyang Chiang Chun

HONGKONG-INTEREST ALLOWED. On Current Account at the rate of 2 per cent per annum on the da ily balauce. On fixed deposits for 12 months 4 % per annum TAKEO TAKAMICHI. Manager.

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA. INCORPORATED BY ROYAL CHARTER, 1853,

Hongkong, 2nd July, 1909.

HEAD OFFICE-LONDON. PAID-UP CAPITAL RESERVE FUND ...... £1,575,000 OFFICES at No. 2. PEDDER STREET. RESERVE LIABILITIES OF PROPRIE. FORB..... £1,200,000

INTEREST allowed on Current Account at the rate of 2 per cent. per annum on the Daily balances. On Fixed Deposits for 12 months 4 per cent

Hongkong, 6th April, 1909. NYEDERLANDSCHE HANDEL. MAATSCHAPPIJ. (NETHERLANDS TRADING SOCIETY)

ESTABLISHED 1824.

Manager\_

PAID UP CAPITAL FL. 45,000,000 (£3,750,000) RESERVE FUND FL. 6,125,745 (about £479,407)

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York, San Francisco, &c., &c. LONDON BANKERS :--THE UNION OF LONDON AND SMITH'S BANK,

Yokohama, Kobe, Melbourne, Sydney, New

LIMITED. The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and Correspondents in the East, on the Continent, and in Great Britain, America, and Australia, and transacts Banking Business of every description. INTEREST ALLOWED.

On Current Account 2 per annum on daily On Fixed Deposits 12 months 41% per annum. J. L. VAN HOUTEN, Agent, Hongkong, 23rd July, 1909.

DEUTSCH-ASIATISCHE BANK. CAPITAL FULLY PAID UF ... Sh. Taels 7,500,000

HEAD OFFICE-SHANGRAL. BOARD OF DIRECTORS, BERLIN. BRANCHES: Hamburg, Calcutta, Hankow, Tientsin, Peking,

Tsinanfu, Tsingtau, Kobe, Yokohama, Singapore. Founded by the following Banks and Bankers :-KOENIGLICHE SEEHANDLUNG (PREUSSISCHE

Berlin.

STAITSBANK) Berlin, DIRECTION DER DISCONTO-GESELLACHAPT DEUTSCHE BANK S. BLEICHROEDER BEELINEE HANDELS. GESELLSCHAFT BANK FUEB HANDEL UND INDUSTRIE ROBERT WARSCHAUER & Co.

MENDELSSOHN & CO. M. A. VON ROTHSCHILD & Frankfurt a M. SOEHNE JACOB S. H. STERN NORDDEUTSCHE BANK IN HAMBURG, Hamburg. SAL. OPPENHEIM, JR., & Co., Koein. BAYERISCHE HYPOTHEREN UND WECHSEL-BANK, MUENCHEN.

LONDON BANKERS: Mesers, N. M. ROTHSCHILD & SON: THE UNION OF LONDON AND SMITH'S BANK, LIMITED. DEUTSCHE BANK (BERLIN), LONDON AGENCY DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account, DEPOSITS received on terms which may be learned on application. Every description of Banking and exchange business transacted.

Hongkong, 4th December, 1907. THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL ... £1,500,000 SUBSCRIBED .... PAID-UP RESERVE FUND ... BANKERS:

LONDON JOINT STOCK BANK, LIMITED. INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily balance.

ON FIXED DEPOSITS: For 12 months ... 4 per cent. For 6 ... 3½ per cent. 21 per cent. EVAN ORMISTON, Manager. Hongkong, 27th April, 1909.

BANKS

MORPORATION

CAPITAL PAID UP .... Gold \$3,250,000. = about Mex. \$7,222,222 RESERVE FUND ... ... Gold \$3,250,000 = about Mex. \$7,222,222 HEAD OFFICE: 60 Wall Street, New York. LONDON OFFICE: Threadnesdle House, E.C.

LONDON BANKERS

BANK OF ENGLAND. NATIONAL PROVINCIAL BANK OF ENGLAND LIMITED,

THE CAPITAL & COUNTIES BANK, LIMITED. BRANCHES and AGENTS all over the World.

The Corporation transacts every description of Banking and Exchange business, receives money, Current Account at the Rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates: For 12 months 41 per cent, per annum. For 6 For 3

W. M. ANDERSON. Manager. Hongkong, 8th April, 1908,

No. 9, Queen's Road, Central, Hongkong.

TONGKONG AND SHANGHAI BANKING CORPORATION. PAID-UP CAPITAL RESERVE FUNDS :--

STERLING £1,500,000 at 2/-=315,000,000 ... \$14,500,000

**\$29** 500,000 RESERVE LIABILITY OF PROP'TORS \$15,000,000 COURT OF DIRECTORS. Hon, Mr. W. J. Gresson-Chairman, H. E. Tomkins, Esq.—Deputy Chairman. J. W. Bandow, Esq. E. Shellim, Esq. E. G. Barrett, Esq. R. Shewan, Esq. C. S. Gubbay, Esq. H. A. Siebs, Esq. W. Helms, Esq. H. A. W. Slade, Esq.

C. R. Lenzmann, Esq. CHIEF MANAGER: Hongkong-J. R. M. Smith.

> MANAGER: Shanghai-H. E. R. HUNTER.

LONDON BANKERS-LONDON AND COUNTY BANKING COMPANY, LIMITED. HONGKONG-INTEREST ALLOWED. On Current Account at the rate of Two per cent. per Annum on the daily balance.

ON FIXED DEPOSITS. For 3 months, 22 per cent. per Annum. For 6 months, 32 per cent. per Annum. For 12 months, 4 per cent. per Annum, J. R. M. SMITH

Chief Manager.

HONGKONG SAVINGS BANK. THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORA-TION. Rules may be obtained on application. INTEREST on deposits is allowed at 31

Hongkong, 2nd June, 1909.

per cent per annum.

Depositors may transfer at their option balance \$100 or more to the Hongkond AND SHANGHAI BANK to be placed on FIXED DEPOST at 4 per cent. per annum. For the Hongkong and Shanghai BANKING CORPORATION.

Chief Manager. Hongkong, 12th January, 1907. TEDERLANDSCH-INDISCHE HANDELSBANK. (NETHERLANDS INDIA COMMERICAL BANK).

J. B. M. SMITH.

ESTABLISHED 1863. Authorised Capital Fl. 15,000,000 (£1,250,000) Subscribed Capital Fl. 12,378,100 (£1,031,500) Reserve Fund F1. 2,754,338,09 (£229,528)

> HEAD OFFICE: AMSTERDAM. HEAD AGENCY: BATAVIA. LONDON BANKERS THE WILLIAMS DEACONS BANK,

SWISS BANKVEREIN.

BRANCHES AND AGENTS all over the World THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:-

12 months 4% per annum.

C. WOLDRINGH, Manager, No. 16. Des Voux Road Central. Hongkong, 4th August, 1909.

THE BANK OF TAIWAN, LIMITED

(INCORPORATED BY SPECIAL IMPERIAL CHARTER). Capital Subscribed (paid up) ..... Yen 5,000,000 Reserve Fund ......Yen 1,320,000

HEAD OFFICE: TAIPEH, FORMOSA BRANCHES AND AGENCIES: Kobe Tainan Anning Nagasaki Tamsui Foochow Tokyo Osaka Keelung Shanghai Yokohama

HONGKONG OFFICE: 3, DES VŒUX ROAD. Interest allowed on Current Accounts Deposits received en terms which may be had on application.

D. TOHDOW, Manager. Hongkong, 11th March, 1909.

> ON SALE. A TABLE OF THE

RATES OF EXCHANGE AT HONGKONG

For Demand Drafts on London on the day of or preceeding the departure of the English Mails; also Table of the Yearly Approximate Averages for 34 years FROM 1874 то 1907. Price 82 Cash. On sale at the "DAILY PRESS" Office, or Local Booksellers.

#### NOTTUES TO CONSIGNEES

FROM EUROPE.

#### THE H.A.L. Steamship

Captain Girstenbran, having arrived, signees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned.

notice to the contrary be given before To-DAY. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst. will be subject All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be examined on the 19th inst., at 3 P.M. No Fire Insurance will be effected by us in any case whatever. HAMBURG-AMERIKA LINIE,

Hongkong Office. Hongkong, 13th August, 1909.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBRO', LONDON AND STRAITS.

#### THE Steamship

"GLENSTRAE," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed AT THEIR RISK into the lalties as players. Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where mark, and delivery can be obtained as soon as

the Goods are landed. Goods not cleared by the 23rd inst. will be subject to fent. No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, where they will be examined on the 23rd inst., at 11 A.M. No claims will be recognized if not presented within 14 days of the shin's arrival.

McGREGOR BROS. & GOW. Hongkong, 16th August, 1909.

FROM EUROPE.

#### THE H.A.L. Steamship

"C. FERD. LABISZ."

Captain Wagner, having arrived, Consigness of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before To-DAY, All Claims must be presented within ten days of the "teamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Good have left the Godowns, and all Goods remaining undelivered after the 25th inst. will Ambject to rent. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be

examined on the 24th inst., at 3 P.M. No Fire Insurance will be effected by us in any case whatever, HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 18th August, 1909. S.S. "AUSTRALIEN," COMPAGNIE DES MESSAGERIES

MARITIMES. NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Charante" from Bordeaux s.s. "Verbeckonees" in connection with above Steamer are hereby informed that their goods with the exception of Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong-Kowloon Wharf and Godown Co., Ld., at Kowloon whence de-

livery may be obtained immediately after Optional Cargo will be forwarded on unless intimation is received from the Consigness before 10 P.M. To-DAY, requesting it to be

landed here. Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after WEDNESDAY, the 25th inst., at Noon, will be subject to rent and landing charges. All claims must be sent in to me on or before

the 25th inst., or they will not be recognized. All damaged packages will be examined on WEDNESDAY, the 25th inst., at 3 P.M. No Fire Insurance has been effected.

P. DE CHAMPMORIN, Hongkong, 17th August, 1909.

THE BANK LINE, LIMITED.

NOTICE TO CONSIGNEES.

STEAMSHIP "AYMERIC," FROM TACOMA, SEATTLE, YOKOHAMA,

KOBE, MOJI AND MANILA. THE above Steamer having arrived. Consigness of Cargo are hereby requested to send in their Bills of Lading for countersigns.

Goods from alongside. Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk No Fire Insurance will be effected by us in

ture and to take immediate delivery of their

any case whatever. DODWELL & Co., LTD.,

Hongkong, 13th August, 1909.

THUNG NGOI SAN PO (Chinese Daily Press),

PUBLISHED DAILY. Is the oldest and still immeasurably the best Advertising medium among the Native Community. Established for over FIFTY YEARS

Circulates largely throughout Southern China Indo-China, etc. Terms for Advertising (Translation free) can be obtained at the Office, 10A, Des Voux Read Central, Hongkong; 131, Fleet Street, London,

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FIGHTING BY "WIRELESS."

SOME OF THE STRIKING FEATURES OF THE GREAT FLEET.

BY ARNOLD WHITH .. If De Hnyter or Van Tromp revisited the seens of their triumphs the installation of wireless on board the Indomitables would astound the gallant old Dutch sea dogs of a day when ding-dong fighting was the rule from start to finish. In these days when manceuvring for position is more than half the game; when favourable or contrary gales exercise no. influence on results, the part played by wireless in the conduct and disposition of squadrons Optional Cargo will be forwarded unless and fleets is of the highest possible importance, especially to the Admiral of the stronger side. To him that hath shall be given.

The wireless room of the Indomitable islelesed not only to the public, but to the ship's company other than the staff told off for wireless duties. When the ship is at soa dispatching and

receiving messages the conductor or stay leading from the wireless room to the mast glows with violet light and crackles continuously like a string of thorns on fire. Wireless has made great progress in the Navy during the last two years. The fresh young brains of the torpedo lieutenants have grappled with the difficulties of interruption and of unfavourable atmospheric conditions. The result is that to-day the Admiralty can talk to Multa or to any ship within a radius of a couple of thousand miles. The Admiral at sea cannot talk back at the Admiralty as for as that, but he has complete control of communications throughout a circle with the diameter of 1,200 miles.

It is whispered that recent wireless discoveries have completely surmounted for naval purposes difficulties still encountered by the commercial companies. The effect of wireless is to turn neval war into chess with the ocean for a board, Dreadnoughts for queens, Invincibles for eastles and bishops, and two old men in upper rooms at their respective Admir-

One of the chief objects of the Invincible class is to give the Commander-in-Chief the each consignment will be sorted out mark by power of finding out what the enemy is doing without losing a ship. Indomitables are to flect what whiskers are to a cat. The eyes of a fleet are its large armoured cruisers, not the small ones-that is why the policy of the Admiralty hitherto has been to build larger cruisers than other nations. If an enemy's craiser of secondary value is scouting she is practically lost if sighted by an armoured cruiser, if the latter is well commanded.

WHAT THE GIANT CRUIS BS DO. The great speed of the Indomitables confers the power of concentrating on the enemy's van, If he turns away it is a great strategical advantage to be able to turn the enemy off the course he is trying to take. The engine-room of the Indomitable is interesting from its small size, low temperature, cleanliness and absence of noise when the machinery is at work. By the system of electric fans, the temperature is little above

that of the external air. Were the fans to stop the thermometer would rise to 150deg. Fah. Were this catastrophe to happen the engineer officers, artificers and stokers could not endure longer periods of duty than half an hour at a time. | op speed in the Indomitable is a difficult operation, and strains the stamins, and endurance of the whole of the engineering staff, although the oil fuel boilers.

are fed by turning a tan. The three chief points to note in the Indomitable are—first, the gunnery power—more than twice as great as that of the pre-Dreadnought battleships; secondly, the high speed that was only equalled by torpedo destroyers before the advent of the present Board of Admiralty; and thirdly, the mysterious and efficient apparatus for the collection and despatch of information from the air.

The Invincible, Inflexible and Indomitable of the Dresdnought type.

Dreadnought's thickest belt.

IS GERMAN STEEL BETTER? As wireless has its jealously guarded secrets, steel manu actured by Krupp for the German navy is of a higher resisting strength than that worked into British ships. Only the vitals of men-of-war are protected by thick armour. The belt forward is six inches thick, and that aft four inches. rix inches of best Krupp steel is equal to 18 inches of wrought iron.

The quick-firing guns are weapons which can be leaded and discharged with great rapidity. The training of a 6-inch gau crew is a triumph of sportsmanship, and when the thirteen men have learned to act together the gun has been known to reach the target with a hundred cipal ports in the United Kingdom for the years pound shell eleven times in a minute.

The trained gunners of the Fleet do not consist of individual geniuses, though some men are infinitely better than others in laying the gon, but in acting together like a polo team or a cricket eleven. If sixtythree of the finest seamen gunners in the Navy were placed in a turret of the Lord Nelson, and pitted against a turret's crew picked haphazard, but who had worked together for six months, the latter would win with

certainty. Here is one weak point in our Navy. Under smart captain and gunnery lieutenant a battleship reaches a high place in the competitive list of battle practice. At the end of the two years' commission the men are dispersed, join other ships, and begin gunnery all over again under new officers and with strange mess-mates. A war that broke out at the beginning of the gunnery training season would find Great Britain with perhaps less than half a dozen ships proficient and highly trained in gunnery. Continuity of efficiency could be obtained by maintaining the gunnery unit, and subjecting it to only minute and constant change in the personnel. The gunnery of the Fleet could be consideraly improved by abandoning the practice of breaking up efficient guns, crews at the end of the commission.

TO PROTECT OUR TRADE. The Minotaurs, the Warriors, the Black Princes, and the Drakes are armoured cruisers of great power and high speed, and call for no special remark. The Donegal and the Berwick, however, belonging to the County Class, known by their three very tall funnels, with their fourteen 6 inch-guns in casemates, should be specially noted by Londoners, as they are two of the ships told off to protect their ocean thoroughfares, which are as well defined as

Fleet-street. With half the world's tonnage flying the Red Ensign the safety of the trade routes of the world is a question of bread and butter for London. Dreadnoughts and Indomitables are wanted for other purposes than convoy. The day of convoy, indeed, is over, as it is unlikely

with speed of about 19 knots.

like large destroyers. They exist to destroy manned in the face of the enemy. the destroyers just as the destroyers exist to destroy torpedo-boats and torpedo-boats exist to complete the vicious circle by destroying battleships which long to destroy each other. The torpedo-boat destroyers, like the torpedoboats, are painted black, because they are intended for night use. The command of destroyer or torpedo-boat is the making of our young officers, for winter torpedo work in the North Sea is about the most difficult and most disagreeable job in the world. Fifty-seven men are pent up in quarters which on shore would

contravene the Housing Act. But the men like the torpede service because the discipline, though strict, is relaxed as regards smoking, uniform and drill. Submarines, like wireless, are official secrets. They are the weapon of the stronger Power, and are the terriers of the Fleet, intended to enter the enemy's port and either force him into the open or sink him at anchor.

#### ALIENS AND BRITISH SHIPPING:

LORD MUSKERRY in the House of Lords last month called attention to the number of sliens serving in British ships, contending that their presence, especially in the capacity of captain or officer, constituted a menace to the State. He stated that 37,694 aliens were employed in British vessels, or nearly 20 per cent. in proportion to British seamen, and 473 alien captains and masters. This was just 473 too many. The Board of Trade, he understood, among other objections to taking any action, in the matter, took up the attitude that the number of these aliens was small, and that they were of different nationalities, but he could not see what difference that made. One alien master, the subject of a hostile Power, might do incalculable damage. He showed that the number of British captains and officers serving in foreign vessels was infinitesimal. They were almost all to be found in American ships, but they could not obtain a master's certificate without first of all becoming naturalized. Other maritime nations confined these appointments to their own subjects. He questions, and showed that many confidential documents were entrusted to the alien captains

of British merchant ships. Much mischief might be caused to the country in a time of national emergency by entrusting this information to aliens serving in our mercantile marine. The EARL of GRANARD said this question had been the subject of inquiry before many committees, and the Committee on the Supply and Training of Boy Seamen in 1907 in their report said :- "The employment of a large proportion may be distinguished from the Dreadnoughts of foreigners on vessels trading exclusively by the two tripod masts far apart, and the three | ubroad or opening an agreement at a foreign funnels between them. The Lord Nelson and port cannot well be avoided. As an example Agamemnon, now lying astern of the Temeraire, we may give the Pacific Steam Navigation are very powerful vessels carrying four 12-inch Company, who alone employ 1,190 foreigners belt amidships is an inch thicker than the constant element in the mercantile marine. From the return of the seamen employed in be cured by false or temporary stimulants. British merchant vessels of April 4, 1906, it appeared that of 201,408 men so employed, so has armour plating. It is said that the 128,077 were British, 36,425 lascars, and 34,906 up and let you down afterwards, but it restores drawn from Norway. Sweden, and Denmark; kidneys, so that you can digest the food you est, and he might say, without showing andne confidence, that the chances of our friendly relations with those countries being disturbed were, to say the least, very remote. The British merchant that stays and strengthens you! service was a trade that fluctuated considerably with the prosperity and depression of the trade of the world. Thus The Times in its annual Not long ago she wrote us :- "In 1902, after a review of trade last January, calculated that 12 serious operation, and before I had regained my million tons of British shipping lay idle at the health, I was struck down by a violent attack of close of 1908. The returns from 18 of the prin. influenza. The result of that was utter loss of 1907 and 1908 showed that the number of men engaged in those years fell from 427,948 to 414,771. In the mornings, my tongue was thickly coated, and of the total employed foreigners formed and when to this was added a feeling of sickness, about one-tenth, while they bore nearly a half of which was more often the case than not, my the decrease made necessary by the decrease of | condition was really pitiable. In a little while trade. With regard to the question of the I lost three stone in weight. granting of certificates to foreigners, the actual In 1906 the figures were 4.565 and 66, in 1907 from obtaining confidential information from I could wish it to be." British naval authorities in war time, the Board of Trade wrote to the Admiralty asking whether they had any remarks to make, and the Mother Beigel's Syrup enabled her to digest Admiralty replied on July 15 last to the effect that care was taken, as far as possible, that such information did not come into the possession of alien masters or officers. Looking to the large

> the public interests." He thought that the danger his noble friend anticipated was not so real as he seemed to think. The MARQUIS of SALISBURY said they had to weigh against one another the two aspects of this question. On the one side was our trade. and the proper manning of our ships and on the other side was our national position and the personnel of the merchant service as a reserve for the Navy. All regretted that it should benecessary to include in the merchant service men who were not British subjects. There was no doubt that the information to be derived from British ships in time of war would be very valuable. He thought his noble friend was justified

the danger of aliens taking advantage of their

opportunities to obtain information which might

be of value to the enemy. "It may, however,

be taken as certain that naval officers will

exercise great care in any communication which

they make of an important character so as to

prevent it being used in a manner contrary to

that in the event of war with a Northern Power ; in saying that pro tanto it was a matter of regret the enemy would squander his cruisers on that the persons to whom this information commerce destroying. Britain controls the would pass would in a certain number of cases five strategic centres of the world-Straits be foreigners, perhaps in sympathy with those of Dover, Straits of Gibraltar, Cape of with whom we were in hostile relations. He Good Hope, Straits of Malacca, and the Suez did not attribute the highest importance to the Canal The danger of the sea-borne trade point; but he did not think it ought to be of the British Empire is not therefore from treated as insignificant. The main point was hostile craisers, which cannot keep the sea for that the ultimate reserve of the British Navy want of coal, but from improvised tramp must lie in the scafaring population of this steamers armed with Maxims and very light country. Had the Admiralty over really guns suddenly appearing on British trade thought cut that aspect of the question? In a routes. Besides the Berwick and the Donegal; great struggle, not only the seamen serving anchored at the Nore, England possesses six- in the Navy but perhaps the Royal Naval Reteen similar craisers, which help to maintain serve would be exhausted. It was not possible the two-Power standard, not merely in tonnage to exaggerate the importance of having in or in prennants, but in the solid and effective | ultimate reserve plans to meet such a continelements of sea power-the safety of our trade | gency. For these reasons he was never inclined routes. The Donegal and the Berwick, and to treat the speeches of his noble friend on this their sisters, after the first fortnight of war, subject as unimportant. They were bound to should have dispatched every enemy's commerce | keep a very careful watch on the question, and destroyer to the bottom of the sea, and have no doctrinaire ideas as to what might be within secured the transfer to the British flag of every | the four corners of some free-trade doctrine enomy's merchant vessel on blue water. The would ever restrain him from advocating even Arrogant and Talbot class are smaller craisers, the most drastic measures of restriction if they were necessary to maintain the scafaring popule-The Scouts, with their three or four tion at its present numbers, in order that when funnels and one mast painted grey, look the struggle came our ships should be properly The motion was then withdrawn.

#### BRITISH BANK AMALGAMATION.

An announcement of unusual importance in the banking world is contained in circulars issued to the shareholders of the London and County and London and Westminster Banks, intimating that a provisional agreement has WARRANTS OF APPOINTMENT TO been arrived at, subject to the approval of shareholders, for the amalgamation of the two businesses. The principal terms of the agreement are as follow :--

1. The name of the amalgamated bank wil be the "London County and Westminster Bank

2. The susperibed capital will be £14. 000,000, £3,500,000 paid up, in 700,000 shares of £20 each, £5 raid; of which each present holder of one £80 share, £20 paid, in the London and County Banking Company (Limited) will, hold four shares, and each present holder of one £100 share, paid, in the Lendon and Westminster Bank (Limited) will hold 2 1-7 shares. This proportion represents the present relative market values of the shares of the two banks. The reserve of the amalgamated undertaking will amount to about £4,250,000, and the combined current and deposit account balances will exceed £70,000,000.

3. The boards of the two banks will be amal-4. The joint managers of the London and Westminster Bank will be associated with the

head office manager and country manager of the London and County Banking Company as

joint managers, . The boards of the two banks strongly recommend the arrangement to their shareholders. and the union of these two emineut institutions will certainly produce an extremely powerful combination. Both of them were formed almost immediately after the discovery that the Bank of England's note-issuing monopoly did not preclude the institution of joint stock banks of also protested against the evasive way in which deposit in London, the Westminster being the Government sometimes answered his established in 1834 and the County in 1836. Bince the amalgamation of the London Joint Stock Bank with the York City and County the Westminster is the sole survivor of the joint stock banks with a purely London business; and this new amalgamation now brings it into the line of banking development, by combining it with a company which was a pioneer in the work of covering England with branch offices worked from a metropolitan centre.

#### USE OF STIMULANTS.

A stimulant can do more than draw on the reserves; it borrows for one hour what must be paid back the next hour. No matter how you guns and ten 9.2, with five torpedo tubes and on board their vessels trading on the West argue the point, no horse owner will believe smaller guns. The funnels of the Lord Nelson | Coast of South America Many vessels so | that whips and spurs can be substituted for oats look short because the quick-firing gons are employed in distant parts of the world only and hay! And so it is with men and women; mounted on high platforms. The target thus return to the United Kingdom at long no amount of stimulants can take the place of presented to the enemy is larger than in ships, intervals for overhaul and refit. . . . There good food well digested. When appetite and fore we are led to the conclusion that a digestion break down and you feel weak, The Lord Nelson and Agamemnon are re- large proportion of the foreigners serving nervous, prostrated-perhaps after an attack of markable for their armour protection. The in British vessels must be regarded as a influenza, as was the case with Mrs. Emma Dimmock - you are not in a condition that can

What you need is Mother Seigel's Syrup, the remedy that cured her. It does not spur you were foreigners. Of the latter, 10,100 were the lost power to your stomach, liver and much or little, and get from it the substantial nonrishment that Nature intended you to have. That is the stimulant you want—the stimulant

Mrs. Dimmock is a young married woman, living at Leavesden Green, Watford, Herts. appetite, great weakness, nervousness and Indigestion. I hadalways a bad taste in my mouth

"When this state of health had lasted for number of certificates, granted in 1905 was months and various treatments had failed to 4.322, of which 77 were granted to foreigners, relieve me, I determined to try what Mother Seigel's Syrap could do for me and was gratified 4,630 and 71; and in 1908 4.830 and 76. Their | beyond measure to find that my complaints were lordships would gather from these figures that after all quite curable. By the time I had taken there was no great upward tendency in that | eight bottles of that medicine, I was as well as respect. As to the question of preventing alieu lever I had been in my life. And now, more than masters or officers of British merchant ships | six years after, my health continues as sound as

There are the plain facts. Mrs. Dimmock needed strength and she found it because her food. Then that food nourished her in the true natural way. Mother Seigel's Syrup is a purely herbal medicine that exerts a tonic, curative effect on stomach, liver and bowels. Thus number of aliens employed, it was, in the the poisons that arise from undigested food are opinion of the Admiralty, impossible to devise no longer formed or carried into the system and any means which would absolutely guard against good health and strength surely follow.

Mother Seigel's Syrup is prepared also in Tablet form as "Mother Seigel's Tablets." Price 2/9. Syrup [74-7

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PRESS, with which is incorporated

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### PREVENTION true than in regard to bedily health. What may at first be but a slight aliment may, if allowed to ge unchecked, develop into a real danger—only to be removed at the expense of much sacrifice and suffering—it is well, therefore, to understand that, taken in time, BEECHAM'S PILLS will quickly go to the root of the trouble and provent serious Hiness. If you find yourself suffering from a disordered condition of the Liver, Stomach, Kidneys, or Bowels. Beecham's Pills may be relied upon with the greatest confidence, not only to give immediate relief, but to effect a permanent cure. This modicine acts successfully in cases where more pretentious meansoften utterly fail. It strongthessell the vital organs, particularly those of nutrition, secretion, and excretion, and many even who regard themselves as confirmed invalids might regain all their health and happiness if they would only TAKE BEECHAM'S PILLS. Sold everywhere in boxes, price 9|d. 1/1| @ 2/9

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CHENAN, British str., 1,207, Brown, 18th August -Shanghai 15th August, General-Butter. field & Swire. Dorr, Norwegian str., 630, Aaronsen, 19th August-Samarang 6th August, Sugar and Molasses-Asguard, Thoresen & Co. Hyson, British str., 4,232, I. A. Davies, 19th

August-Liverpool 10th July, General-Butterfield & Swire. KWANGSE, British str., 1,228, Hards, 19th Aug. -Chinkiang 15th Aug., General-Butterfield & Swire.

KANAGAWA MARU, Japanese str., 3,825, J. Nagao, 18th August-London and Singapore 13th August, General-Nippon Yusen

- KWANGTAH, Chinese str., 1,369, W. H. Lunt, 19th August-Shanghai 15th August, General -C. M. S. N. Co. KWHIYANG, British str., 1,404, M. Dawson, 19th August-Newchwang 12th August,

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CLEARANCES. AT THE HARBOUR MASTER'S OFFICE.

19th August. Chenan, British str., for Canton. C. Ford: Lacisz, German str., for Shanghai. Kwangtah, Chinese str., for Canton. Lismore, British str., for Iloilo. Pakhoi, British str., for Canton. Slavonia, German str., for Straits,

DEPARTURES. 19th August. ANTILOCHUS, British str., for Singapore CHANGCHOW, British str., for Amoy. CHEONGSHING, British str., for Canton. CHINHUA, British str., for Shanghai. CHIYUEN, Chinese str., for Shanghai. CHOSHUN MARU, Japanese str., for Swatow. CHOYSANG, British str , for Canton. CLARA JEBSEN, German str., for Canton, DEVANHA, British str., for Shanghai. FURUI MARU, Jap. str., for Moji. J. DIEDERICHSEN, German str., for Heihow. JOHANNE, German str., for Haiphong. KIANG PING, Chinese str., for Canton. LIGHTNING, British str., for Singapore. PITSANULOK, German str., for Swatow. PROMETEEUS, Norwegian str., for Swatow. SARPEDON, British str., for Saigon TELEMACHUS, British str., for Saigon. WUHU, British str., for Conton.

SHIPPING REPORTS. The British str. Hyson reports: Moderate S.W. monsoon, fine and cleur weather. The British str. Benlawers reports: Light variable wind and see smooth, weather clear. The British str. Pakhoi reports: Strong monsoon from Tung Yung to Chapel Island

fine weather from there to port. The Chinese str. Kwangtah reports: Mod. to fresh winds with heavy S.W. swell to Turnabout, thence to port fine clear weather, wind and sea moderating.

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LONDON & C., VIA USUAL PORTS OF CALL	CALEDONIA	Drit, str		W. Hayward, R.M.R.	P. & O. S. N. Co.	
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ADDRILLED, LUNDON & TRITT	CABNARYONSHIRE	Ger. str Brit. str	k.w.	" He man bab" Ass lass	Williams Assessment V	On lat Sept.
MARSEILLES, &c., VIA PORTS OF CALL MARSHILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TAMBA MARG	Fren.str Jap. str	=	C. H. Botton	JARDINE, MATHESON & CO., LD. MESSAGERIES MARITIMES	About 25th inst.
MARSEILLES, HAVRE & HAMBURG &c. MARSHILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	INABA MARU	Ger. str Jap. str	k. w.	Babel R. Takeda	HAMBURG AMERIKA TARE	On lat Sept., at D'lie
ENOA. MARSEILLES, LONDON, & ASTWEEP, &C.	MINTER MINTER	Dan. str Jap. str	=	441 486 484 848 444 AA	MILOHURA & CO.	On 15th Sept., at D'
JAPLES, GENOA, ALGIERS, GIBRATTAR AC.	AMERICA MARU	Jap. str. Ger. str.	-		THE THE PARTY AND A COLUMN	On 28th first.
EW YORK VIA SINGAPORE, &c. "" ""	Strana	Aus. str.	<b>=</b> .	Radonicich	MELCHERS & Co. SANDER. WIELER & Co.	On 25th inst. at Noor
ANCOUVER VIA SHANGHAI JA PAN "A" ""	LENNOI	Brit. str	-	W. G. Williams.	DODWELL & Co., LD.	To-merrow.
ANCOUVER, B.C., TACOMA & SEATILE VIA JAPAN ANCOUVER VIA SHANGHAI JAPAN, &c.	AYMBRIC	Brit. str Brit. str	2 m.	J. Boyd	CANADIAN PACIFIC R. CO.	About 10th Sept. On 4th Sept., at 6 P.M
ACOMA VIA KEELUNG, SHANGHAI & JAPAN ICTORIA, B.C., & SEATTLE VIA KEELUNG, &C.	SEATTLE MARU		1 m.	T. Saito	CANADIAN PACIFIC R. CO	On 26th inst. On 18th Sept., at Not
ICTORIA, B.C. & SEATTLE VIA SHANGBAL, &C. USTRALIAN PORTS VIA MANILA		Jap. str	_	S. Ishikawa	NIPPON YUSEM KAISHA	On 14th Sent. at 4 P.
USTRALIAN PORTS VIA OTERNATARE POPUS Se	ALDENHAM	Brit. str Brit. etr	1 m.			To-morrow, at 4 P.M.
USTRALIAN PORTS VIA MANILA USTRALIAN PORTS VIA MANILA	PRINZ WALDEMAR	Jap: str Ger. str			GIBB, LIVINGSTON & CO'	On 28rd inst, at Noon On 3rd Sept., at Noon
USTRALIAN PORTS VIA MANILA.	PRINZ WALDEMAR.	Jap. str Ger. str	=	M. Winckier F. Iseke	NIPPON YUREN KATSEA	On took Come a more
OBE & YOKOHAMA	MITASAKI MARU	Jap. str Jap. str	-	J. Nagao Wm. Bainbridge	NIPPON YUREN KATSHA	About 21st inst. To-day, at 5 P.M.
PAN KOBE & YOKOHAMA	KUMANO MARU	Jap. str. Dut. str.	_	M. Winckler	NIPPOR YUSER KAISHA	On 27th inst., A.M. On 1st Sept., at Noon.
EIHAIWEI & TIENTSIN	LUCHOW	Briti str. Brit. str.	l m.	H. Koops	BUTTERPHELD & SWIDE	Quick despatch. To-day, at 4 P.M.
ENTSIN VIASWATOW, WEIHAIWEI & CHEPOO	CHEONGSHING CHOYSANG	Brit, str	lm,		BUTTERFIELD & SWIES JARDINE, MATRIESON & CO., LD	On 26th inst. at 4 P.M.
ANGLIAI MOIT & TODE " " " " "	CHENAN	Brit. str.	ım.	010101000 010101 MARIANA	JARDINE, MATHESON & CO., LD.	To-morrow, at 5 P.M.
ANGHAI YOKOHAMA, KOBE & MOJI	FOOKBARG	Jap. str. Brit. str.		W *** B1 BB6 BA6 A.	NAPPON LUBER KAISHA	On 22nd inst., at D'lig On 24th inst.
ANGHAI, MOJI, ROBE & YOKOHAMA	NILE.	Brit, etr	1 20.	E.P. Martin	PAOS NO	On 24th inst, at Noon On 26th inst, at 4 P.M
ANGHAL KOBE & YOKOHAMA ANGHAL KOBE YOKOHAMA	POLYNESIEM	Brit. str	l m.		BUTTERFIELD & SWIRE MESSAGERIES MARITIMES	About 27th inst. On 29th inst, at D'ligh
ANGHAL YUKUHAMA & KOBE	CATHAY	Ger. str Dan. str	k. W.		PANBURG-AMBRICA TITUTE	On 30th inst., P.M
ANGHAL NAGASAKI, KOBE & YOKOHAMA	ASSATE	Ger. str Brit. str.	1 m.	Zi. Zactar de	MELCHERS & Co.	End of Aug. About 26th last.
ANGHAI. KUBE & IUKUHAMA	NICOMEDIA	Ger. str Dut. str	7 12 12 12 12 12	* Martin	P & O. S. N. Co.	About 2nd Sept. On 12th cept.
CHOW	YATEHING	Jap. str.		Y. Mabureki	JAVA-CHINA-JAPAN LIJN OSAKA SHOSEN KAISHA	Quick despaich.
ATOW. AMOI & FOUCHOW	HAITANG	Brit. str	a u	Hodgins	DOUGLAS LAPRAIR & CO., LD.	The street and the contract of
NILA	LOORGBANG	Brit. str.		S. J. Payne	JARDINE, MATRIESON & CO. LO.	On 22nd inst. at Noon.
244 Cen 167 188 , 640 Bet bat 406, 100 2000	TAMERO	Brit. str	1 m.	Pennefalher.	BHEWAN, TOMES & CO	To-day, at 4 P.M. To-morrow, at 5 P.M.
ILA	ZAPIRO	Brit. str.		R. Rodger	JABDINE, MATHESON & Co., LD.	On 24th inst, at 3 P.M. On 27th inst, at 4 P.M.
U & ILOILO	KAIFONG	Brit. etr	l m	Mathias	DUTIERFIELD & SWIES	On 28th inst., at Noon.
GAPORE, PENANG & CALCUTTA	HUTSANG	Jap. str Bri'. str	-	AA . W. T. BARDS	NIPPOR YUSER KAISHA	On 24th inst., at 4 P.M.
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SHANGHAI, NAGASAKI, KOBE	"DERFFLINGER" About Thursday, Capt. E. Zacharide 26th August.
MANILA, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALEDMAR" { Friday, 10th Capt. F. Iseke Sept., at D'light

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Hongkong, 2nd August, 1909.



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Length on Blocks Width of Entrance on Top Width of Entrance on Bottom ... Water on Blocks at Spring Tide DOCK No. 1. Extreme Length ... Length on Blocks

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LC	ONDON VIA UBUAL	PORTS CA	LEDONIA apt. W. Hayward,	Noon, 2 R.N.R Noon, 2 Aug.	1st } See Special Advertisement.
	ONDON and ANT VIA SINGAPORE, ANG, COLOMBO, SAID and MARSEILLE	PEN- (SY)	RIA apt. D. C. Gregor,	E.N.B About	25th Freight and Passage.
SF	LANGHAI, MOJI, and YOKOHAMA	KOBE   NI	LE apt. E. P. Martin	About Aug	27th Freight and Passage.
40	LANGHAI		AYE pt. Owen Jones, R.1		

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E. A. HEWETT.

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CHEFOO and NEWCHWANG "LUCHOW" On 20th Aug., 4 P.M.	
CHEFOO and NEWCHWANG "LUCHOW" On 20th Aug., 4 P.M.	
MANILA. ZAMBOANGA,	1
THURSDAY ISLAND, COUR-1	
TOWN, CAIRNS, TOWNS. "CHANGSHA" On 21st Aug., 4 P.M.	
with Transhipment for TASMANIA,	
NEW ZEALAND, ADELAIDE,	ı
TOTAL AND CAR AND PRINCIPAL	
SHANGHAI "CHENAN " On ZZnu Aug., D ngue	
THE A STATE A STATE OF THE STAT	
CEBU and ILOILO	
SHANGHAT "LINAN" On 29th Aug., D'light.	
MANILA "TEAN" On 31st Aug., 3 P.M.	
BHANGHAI  "TEAN"  On 31st Aug., 3 P.M.  MANILA  DIRECT SAILINGS TO WEST RIVER, Twice Weekly.	

S.S. "LINTAN" and S.S. "SANUL" AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and

Tasmanian Ports. MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Salcon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUL" "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangteze and Northern China Ports.

N.B.-These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.
FARE, INCLUDING WINES, \$45 SINGLE and \$80 RETURN.

TELEPHONE 36. For Freight or Passage apply to-

Hongkong, 20th August, 1909

BUTTERFIELD & SWIRE. AGENTS.

#### EAST ASIATIC CO., LD. COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAL RUSSIAN EAST ASIATIC CO., LD.,

### ST. PETERSBURG & VLADIVOSTOCK. SWEDISH EAST ASIATICC ... LD

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

DESTINATION	STEAMERS DATE OF SAILING.
SHANGHAT YOROHAMA and KORE.	"CATHAY" End of August.
MARSEILLES, HAVRE, COPEN ) HAGEN and BALTIC PORTS	"CATHAY" End of September.
For Further Particulars apply to	MELCHERS & CO.

Hongkeng, 5th August, 1909.

& CO., AGENTS.

SUNDAY, 22nd Aug.,

#### STEAMSHIP DOUGLAS LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS-FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE. FOR LEAVING. STEAMBRS SWATOW, AMOY and FRIDAY, 20th Aug., " HAIYANG" Capt. A. E. Hodgins FOOCHOW. at 2 P.M.

SWATOW at NOON. A REDUCTION OF 20 PER CENT. ON FIRST CLASS FARES TO FOOCHOW WILL BE MADE DURING THE MONTHS OF AUGUST AND SEPTEMBER.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARE (NEAR BLAKE PIER).

For Freight and Passage apply to-

DOUGLAS, LAPRAIK & Co.,

Hongkong, 19th August, 1909.

GENERAL MANAGERS. [1579

#### INDO-CHINA S. NAV. CO., LD.

	PROJECTED SAILINGS FROM HOL	NGKONG (SUBJECT TO ALTERATION.)
	FOR	STEAMERS TO SAIL.
4	* MANILA	"LOONGSANG" Friday, 20th Aug., 4 P.M.
4		"CHOYSANG" Setuplar 2 of Ann ADM
	TIENTSIN VIA SWATOW, WEIHAL-	"CHEONGSHING"Saturday, 21st Aug., 5 P.M.
	"TISH'HAL, YUKUHAMA, KOBE & MOJI	"FOOKSANG" Tuesday, 24th Aug., Noon,

FOOCHOW ...... "YATSHING" ... Wed'day, 25th Aug., 3 P.M. "YUENSANG." Friday, 27th Aug., 4 P.M. \* SINGAPORE, PENANG & CALCUTTA" KUTSANG" .. Tuesday, 31st Aug., 3 P.M. RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS. The Steamers "Kutsang," "Namsang" and "Fooksang" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a to stay 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried. . Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Bight. # Taking Cargo on through Bills of Lading to Yangtaze Ports, Chefco, Tientsin & Newchwang

Telephone No. 61. For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS. Rongkong, 20th August, 1909.

### AMERICAN

	REGULAR STR.	AMBHIP SERVICE	FOR	
CALLAO, IQUIQUE	VALPARAIS	), BTC., VIA MC	OJI, KOBE,	YOKOHAMA,
HO	NOLULU AND S	BALINA CRUZ	(MEXICO).	
S.S. AMERICA MA	RU	6000 tons gross	Sail Ar	ig. 30th, at Noon.
S.S. HONGKONG 1	IARU	6000 ,, ,,	, ,, 0	ct. 26th, at Noon.
S.S. MANSHU MAI	3U	5000 , ,	" D	ec. 10th, at Noon.
For particulars a				
		TOYO KISEN	ATSDA, Man	ork Building.

Hongkong, 29th June, 1909.

#### KAISHA. MAIL STEAMSHIP CO.)

SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

DESTINATIONS.  MARSEILLES, LONDON and ANTWERP, via SINGA- PORE, PENANG.	Capt. C. H. Butler, INABA MARU,	6.500	WED DAY, Lat Sept
ANTWERP, via SINGA-		6.500	· · · · · · · · · · · · · · · · · · ·
73 77 77 A 37 A 37 A 37 C	THIATIA MARIT	-,	at Daylight.
PURE PERANU.	1 This Land The Control of the Contr	4.4	WED DAY, 15th Sept
COLOMBO and PORT SAID	Capt. E. Takeus.	6,500	at Daylight.
VICTORIA, B.C. and	C SHINANU MARU,		TUESDAY, 14th Sept
SEATTLE, via KEELUNG,	Capt. K. Kawara,	7,090	at 4 P.M.
SHANGHAI, MOJI, KOBE,			
YOKKAICHI, SHIMIDZU	18 TANGO MARU.	1	TUESDAY, 28th Sep at 4 P.M.
and YOKOHAMA	Capt. S. Ishikawa,	8,000	at 4 P.M.
SYDNEY and MELBOURNE.	NIKKO MARU		FRIDAY, 3rd Sept
TO MANTEA PHURSDAY	Capt. M. Yagi.	5,000	at Noon.
TOT.AND TOWNSVILLE	I KUMANU MAKU.		FRIDAY, 1st Oct.
4 10 7 7 7 10 1 7 7 7 7		6,000	at Noon.
KOBE and YOKOHAMA	KANAJAWA MARU,		FRIDAY, 20th Aug
KOBE and IULUMANA	Capt. J. Nagao,	6,500	at 5 P.M.
DOMBAY WE RINGAPORK	IT BUMBAI MADU.		SATURDAY, 21st
and COLUMBIA	CRDC. 14 . ZL. E14ans.	5,000	J. Aug. A.M.
CITE A NICLULA TO MIGHT and	TTAKABAKI MAKU.		TUESDAY, 24th
KOBE and YOKO	Capt. A., Mocker,	5,000	TUESDAY, 24th August,
MOJI, KOBE and YOKO-	MIYABAKI MARU,	0.000	FRIDAY, Zith Aug
HAMA	Capt. T. Murai,	9,000	A.M.
NAGASAKI, KOBE and	KUMANO MARU.	- 000	WED DAY, Let Bell
HAMA NAGASAKI, KOBE and YOKOHAMA	Capt. M. Winckler,	0,000	FRIDAY, 27th Aug A.M. WED'DAY, 1st Sept at Noon.
5 Fitted with New System of	Wireless Telegraphy.		1 Cargo only.
Omitting Keelung and Sh	imidzu.	18	
CWATAND Transport		-	

#### EXTRA PASSENGER SERVICE NEW STEAMERS -EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

FINHE Co.'s NEWLY BUILT 9,000 TON PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGEONG AS FOLLOWS:

- (Capt. A. E. Moses) - On Satur. 28th Aug. MISHIMA MARU ATSUTA MARU - - (Capt. Wm. Thompsen)- About Wed. 22nd Sept. MYASAKI MARU - (Capt. T. MURAI) - - About Wed. 20th Oct.

KITANO MARU . . (Capt. F. E. Cops) . . About Wed. 17th Nov. CHEAPEST PASSAGE BATES TO EUROPE AND AROUND-THE-WORLD.

#### TRIPS ROUND CHEAPEST BETWEEN

HONGKONG AND JAPAN PORTS.

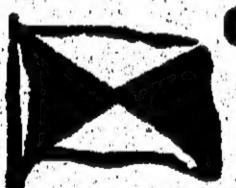
Commencing 1st June, ending 31st August, 1909.

SPECIAL EXCURSION (1st & 2nd CLASS) AVAILABLE FOR 4 MONTHS. Yokohama Return. Kobe Return. Moji Return. Nagasaki Return. \$90 \$50 1st CLASS

Option of rail between Calling Ports in Japan. For further particulars apply to

Hongkong, 4th August, 1909.

KUSUMOTO, MANAGER. [15-93



#### MANILA CHINA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	Tons.	CAPTAIN -	FOR	SAILING DATE.
RUBI	2540 R. 2540 R.	W. Almond   Rodger	Manila Manila	On 21st Aug., 5 P.M. On 28th Aug., Noon.
For Freight or P Hongkong, 18th At	assage apply 1 ignet, 1909.	<b>20</b>		AN, TOMES & Co., neral Managers. [14

#### HAMBURG-AMERIKA HAMBURG.

# EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK. Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports,

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to
Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.		
de Shanghai, Kobe & Yokohama :	FOR RAVRE, BREMEN & HAMBURG: 8.8. ANDALUSIA 1st Sept.		
S.S. AMBRIA 30th Aug.	FOR MARSEILLES, HAVEE & HAMBURG S.S. SAXONIA 2nd Sept.		
S.S. NICOMEDIA 12th Sept.	FOR HAVRE & HAMBURG: S.S. SPEZIA 14th Sept.		
S.S LIBERIA 15th Sept.	FOR ANTWERP, ROTTERDAM & HAMBURG S.S. ARABIA About mid. of S		
Further Particulars, apply to-			

#### HAMBURG-AMERIKA LINIE. HongkongOffice. Hongkong, 13th August, 1909.

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE:-LUDGATE CIECUS, LONDON, E.C. TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS. SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD. BAGGAGE collected, forwarded and insured at lowest rates. LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED. FOREIGN MONIES exchanged.

Head Office for the Far East :-16, DES VŒUX ROAD, HONGKONG.

Japan Office . 14, WATER STREET YOKOHAMA.

### JAVA-CHINA-JAPAN

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA. CHINA AND JAPAN.

STEAMBR	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ONOR ABOUT
TJIBODAS TJIMAHI	JAPAN JAVA	Second half of Aug, First half of	JAVA SHANGHAI	Second half of Aug. First half of Sept.
TJILIWONG	JAPAN	First half of Sept.	JAVA	First half of Sept. First half of
TJIKINI	JAVA JAPAN	First half of Sept. Second half of Sept.	JAPAN JAVA	Sept. Second half of
TJIPANAS	JAVA	Second half of Sept.	SHANGHAI	Second half of Sept.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Salcon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN Telephone No. 375. York Buildings, 1st Floor. Hongkong, 19th August, 1909

SHOSEN

#### REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY. (The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A.

and Canada, also to the principal ports in Mexico, Central and South STEAMERS (Gross reg.)

SATURDAY, 28th TACOMA VIA KEELUNG, ( "SEATTLE MARU" Aug., at Noon. SHANGHAL MOJI. SATURDAY, 25th "TACOMA MARU" KOBE, SHIMIDZU and Capt H. Yamamoto, 6,178 ) Sept., at Noon. YOKOHAMA The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage

Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection. HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

Taking Cargo on through Bills of Lading to all Yangtese River and North China Ports, by the steamers to Shanghai. STEAMERS. LHAVES. 1 SUNDAY, 22nd Aug "DAIJIN MARU" TAMSUL VIA SWATOW. Capt. Y. KUBUBAKI ] at 10 A.M. A Special Reduction of 20 per cent. on 1st and 2nd Class Fares to Foochow will be made

during the months of August and September." Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine. The Newly Built Steamers: "CROSHUN MARU" and "BUJUN MARU" have First Class

Cabins AMIDSHIP. For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, MANAGER.

# PENINSULAR

STEAM NAVIGATION CO. PASSENGER HOMEWARD SEASON

PROPOSED SAILINGS OF MAIL STEAMERS

#### MARSEILLES AND LONDON TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &C. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamers Leave STEAMERS. PLYHOUTH MARSEILLES from COLOMBO to (London Hongkong (Brindisi MARSEILLES & LONDON 2 days earlier) 1 day later) COLUMBO FEIDAY. P.M. SATURDAY Tons SATURDAY Steamer Steamer MANTUA .....11000 March 11 ARCADIA..... 7000 ASSAYE ..... 7500 February February March 5 March 25 CHINA ...... 8000 March 19 MALWA ..... 11000 April 2 April 8 DELTA ...... 8000 March (Through Steamer calling at Bombay)
MONGOLIA 10600 April 22 April 16 MACEDONIA 10500 March May 6 May 20 DEVANHA ... 8000 ASSAYE ..... 8000 MARMORA ... 10500 May 14 May 28 June 12 MOREA ..... 11000 MOOLTAN ... 10000 MOREA ... June 3 DELTA ..... 7500 June 18 DELHI ..... 8000

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (Including Surtax):

1st SALOON £71.10 SINGLE. £106.14 RETURN.

In addition to the above Mail Steamers the following:INTERMEDIATE (Non-Transhipment) STEAMERS WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave Hongkong	Due London
* SYRIA	about January 26 February 9 February 23	about March 12 March 26 April 9
* SUNDA	March       23         April       20         May       4         May       18	May 7 June 4 June 18 July 2

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES FARES TO LONDON (Including Surtax): 1st SALOON £55.0 SINGLE. £82.10 RETURN.

£38 10 ...,

\* Carry 1st and 2nd Saloon Passengers.

1076]

For Further Particulars, apply to:-

SUPERINTENDENT.

Date of Despaio's Date due in Hongkong. Vessel.  28.h & 30th July Aug at 20th					
28.h & 80.h July Aug.  Figure 1. Aug.  Ingapore Peneny and Calcutte  Nagasaki, Kobe and Yokohama  Saigon  Swatow, Amoy and Foosbow  Chefeo and Newchwang  Anda  Cobe and Yokohama  Ingapore, Colombo and Bombay	PER	DATE			
Singapore P-neng and Calcutta Nagasaki, Kobe and Yokohama Saigon Swatow, Amoy and Foodbow helso and Newchwang anda Tobo and Yokohama ingapore, Colombo and Bombay	Lis nore Lightning Benlawers Derwent Haiyang Sui Tar Luchow Loongsang Kanagawa Maru Bombay Maru	Friday, 20th, 11.00 P.M. Friday, 20th, 1.00 P.M. Friday, 20th, 1.00 P.M. Friday, 20th, 1.00 P.M. Friday, 20th, 1.15 P.M. Friday, 20th, 3.00 P.M. Friday, 20th, 3.00 P.M. Friday, 20th, 4.00 P.M.			
And Macassar.  EUROPE &c., India via Tuticoria  (Late Letters 11.00 to Noon Extra  Postage 10 cents.)	Tjibodas	Saturday, 21st, 10.00 A.M.  Saturday, 21st, Printed Matter and Samples			

time fixed for departure of the mail. Registration, 10.00 A.M. (Registration, with late fee of 10 cents, up to Extra Postage 10 cents)..... Catedonia . (Letters posted in all the Pillar Boxes 10.45 A.M.) in time for the first clearance will be Registration, Kowloon included in this contract mail.)..... B.O. ...... 16.00 A.M The Parcel mail will be closed to day. No late fee, at 5 p.m. ..... Letters ...... 11.00 A.M. 21st, 1.15 P.M. Baturday, 21st, 2.00 P.M. Saturday, Indrawadi .... Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, Changela ..... New Zealand, Melbourne, Adelaide, Porth, Dunedin and Fremantle Bhanghai ..... Choysang ..... 21st, 3.141 P.M. Saturday, 21st 4.00 P.M. Saturing, Swatow, Weihaiwei, Chefoo and Tientein ..... 21st, 4.00 P.M. Cheongahing .... Saturday, Heihow and Haiphong 21st, 5.00 P.M. Verwaerts ..... Enturday, SIBERIAN MAIL TO EUROPE Chenan 21et, 6.00 P.M Saturday; 22nd 9.0) A.M Swatow ...... Haimun ..... Sunday. Ewatow, Amoy and Tamsai
Thursday Island, Cooktown, Cairns,
Town-ville, Brisbane, Sydney, Hobart,
Launceston, New Zealand, Meibourne,
Adelaide, Dunedin, Parth and Fremantle... 22nd, 9.00 A. Sunday, Daijin Maru ..... Aldenham ..... 28rd 11.00 A.M.

#### THE TIME TO DRINK

Shanghai Nagasaki, Kobe and Yokohama

Finishire .....

Monday, 23.d, 4.00 P.E.

### SUN PILSENER BEER.

OBTAINABLE EVERYWHERE.

#### H. RUTTONJEE & SON.

WINE AND SPIRIT MERCHANTS,

HONGKONG TIDE TABLE

From August 20th to 26th, 1909.

LOW WATER,

Hongkong Height.

m 6 54

7 10 m m 7 44 7 34 a

m 11 20 3 1 nor low water, 0 28 m 2 5

Bor low w.ter.

ft. in.

Pain ......

HIGH WATER.

No inferior

No inferior

Hongkeng Height

TO-MORROW. Ordinary Half-Yearly Meeting, Hongkong and Shanghai Banking Corporation, noon.	THE AUSTRALIAN MAIL.
COMMERCIAL.  EXCHANGE CLOSING QUOTATIONS.  August 19th.  On London: Telegraphic Transfer 1/8; Bank Bills, on demand 1/8; Bank Bills, at 30 days' sight 1/8; Bank Bills, at 4 months' sight 1/8; Credits, at 4 months' sight 1/9; Credits, at 4 months' sight 1/9; On Lakis:  Linuk Bills, on demand 218;	The E. & A. str. Empire from Sydney, &c., left Manila on the 18th inst. at 4 p.m., and is due here to-day at 4 p.m.  The I.G.M. str. Prins Waldemar left Manila on the 18th inst. at 11 s.m., and may be expected here on or about the 25th inst. afternoon.  The C.N. Co.'s str. Taiman leaves Sydney on the 25th instant, and is due here on the 19th prox.  THE AMERICAN MAIL.  The P.M. str. Mongolia arrived at Munila on the 17th inst., and sailed from Manila on the 19th inst., and is due to arrive at Hongkong tomorrow at soon.  THE INDIAN MAIL.  The Indo-China str. Laisang left Calcutta
Credits, at 4 months' sight 222 ON GERMANY:— On demand 1772 ON NEW YORK:— Bank Bills, on demand 424 Credits, at 60 days' sight 433	for this port via the Straits on the 10th instant, and may be expected here on or about the 26th inst.  The Indo-China str. Fooksang from Calcutta and the Straits left Singapore for this port on the 14th instant.
ON BOMBAY:— Telegraphic Transfer 130; Bank, on demand 131 ON CALCUTTA:— Telegraphic Transfer 130; Bank, on demand 131 ON SHANGHAI:— Bank, at sight 743 Private, 30 days' sight 75;	THE CANADIAN MAIL.  The C.P.R. str. Monteagle left Vancouver for Hongkong on the 16th inst. p.m. via the usual ports of call.  MERCHART STEAMERS.  The C.N. Co.'s str. Taming left Manila on the 17th inst., and is due here to-day.  The str. Flintshire left Singapore on the
ON YOKOHAMA:—On demand 841 ON MANILA:—On demand—Pesos—854 ON SINGAPORE:—On demand 737 ON BATAVIA:—On demand 104 ON HAIPHONG:—On demand 91 pm. ON BAIGON:—On demand 9 pm. ON BAIGON:—On demand 88 OVEREIGNS, Bank's Buying Rate \$11.50	15th instant, and may be expected here to- morrow.  The Bank Line str. Suveric left Vancouver on the 7th inst. for Hongkong via ports.  The T.K.K. str. America Maru left Moji on the 17th instant at noon, and is due here on the 22nd instant a.m.  The Danish str. Cathay left Singapore on
BURSIDIARY COINS.  BURSIDIARY COINS.  Per cent hinese 20 cents pieces \$7.59 discount.  binese 10 \$8.08 longkong 20 \$7.19 longkong 10 \$7.29	the 17th instant, and may be expected here on or about the 23rd inst.  The N.Y.K. str. Takusaki Maru (Bombay Line) left Bombay on the 3rd instant, and is expected here on the 24th inst.  The M.M. str. Meinam left Singapore on the 17th inst., and is due here on the 24th inst.  The T.K.K. str. Tenyo Maru sailed from Yokohama on the 15th inst., and is due to arrive in Hongkong on the 25th inst.
OPIUM.	

August 18th.

per chest.

Mon.

. \$1,140/1,160 per picul.

... \$1,170/1,200

... \$1,210/1,250

... \$1,260/1,300

... \$1,030

PASSENGERS.

ARRIVED.

Per Chenan, from Shanghai, Miss Mudie.

Per Kanagana Maru, from London, &c.,

Messrs W. Gallon, A. W. Penroe and Terada.

Persian fine quality . ... \$1,080/1,110

Persian extra fine ... \$950/1,000

Messrs Green, Richardson and Mills.

Benares New ... \$1,045

Benares Old ... \$1,030

15001115

Malwa New

Malwa Older ...

Malwa V. Old

Malwa Cld

Patna New

Patna Old

Quotations are: -

THE Bouton Rouge TRADE **Felucca** MAIK OF QUALITY-DENOTING Unique in Quality and Price THE ACME OF These two brands, made EGYPTIAN by Messrs. Maspero Frères Sole Agents: in Cairo, are a revelation British-American Tobacco Co., Ltd. in Egyptian Cigarettes. CIGARETTE Hong Kong. PERFECTION. A Luxury to the man of Taste They are social, scothing, blest, they have fragrance, force and zest." HERMETICALLY SEALED BOXES. FROM ALI TOBACCONISTS. Lill Additionally been thouse

#### SHARE LIST.—QUOTATIONS.

314-4]

Hongkons, August 19TH, 1909.

Stocks.	NO. OF SHARES.	VALUE.	PAID UP	CLOSING QUOTA
BANKS.—		4 4 7		
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$1,030, seller
National Bank of China, Limited	99,925	1	£6	265, buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/5	\$91, buyers
China Bornee Company, Limited	60,000		\$12	\$131, sales
China Light and Power Company, Limited.	50,000 50,000	\$10 \$1	\$10 \$1	\$6.60, sellers
China Provident, Loan & Mortgage Co., Ld	200,000		\$10	59.60, sal. & sel
Ewo Cotton Spin'g. & Weaving Co., Ld.				A TOS
	20,000 125,000	Tls. 50	Tla. 50	
International Cotton Manufing Co., Ld. Laou-Kung-Mow C. Spin.& Weav.Co., Ld	10,000	Tis. 75	Tls. 75	Tls. 891.
Soy Chee Cotton Spinning Co., Limited	8,000 2,000	Tls. 100 Tls. 500	Tls. 100 Tls. 500	Tls. 108. Tls. 432.
Dairy Farm Company, Limited	40,000	\$73	\$6	\$162, buyers
DOCKS AND WHARVES		W. 100		A Company
H'kong & Kowloon Wharf & G. Co., Ld. Hongkong and Whampon Dock Co., Ld.	60,000	\$50	all	\$60, sales
A TOW AND V LUCKE LOCAL TOWN THE TOWN	50,000 10,000	\$50 \$62	ali 862	\$60, buyers \$9.
Shanghai Dock and Engineering Co., Ld. Shanghai and Hongkew Wharf Co., Ld	55,700	Tls, 100	Tls. 100	Tis. 79.
Fenwick & Co., Limited	36,000	100	Tls. 100	Tls. 145.
Green Island Coment Co., Limited	18,000	825	825	\$11, sellera
Hongkong and China Gas Co., Limited	400,000	\$10	\$10	\$8.80, sellers
Hongkong Electric Co., Limited	7,000 60,000	£10 810	all \$10	\$210, buyers \$202, buyers
Hongkong Hotel Company, Limited	12,000	850	all }	575, (old), buy.
Hongkong Ice Company Limited	8,000 5,000	\$25 825	all	\$45, buyers \$190, sellers
clongkong Kope Manufacturing Co., Limited	60,000	\$10	all	\$24, sellers
Canton Insurance Office Co., Limited	40.000	10/201		different of
China Fire Insurance Co. Limited	20,000	\$250 \$100	\$50 \$20	\$195, sellers \$115.
Coing Traders Insurance Co. Limited	24,000	\$83.33	\$25	\$92, bayers
Hongkong Fire Insurance Co., Limited North-China Insurance Co., Limited	10,000	\$250	\$50 <b>65</b>	3045, buyers Tls. 1200 huyers
Union insurance Society, Limited	12,400	£15 8250	\$100	\$840, sales & sel.
Yangtere Insurance Association, Limited	12,000	\$100	\$60	\$225, buyers
Hongkong Land Invest Agency Co. Ld.	50,000	8100	\$100	\$103, buyers
thumpureys Estate and Finance Co. Ld.	150,000	\$100 \$10	all	592, sellers
Kowloon Land and Building Co., Ld. Shanghai Land Investment Co., Limited	78,000	<b>250</b>		\$30. Tls. 119.
West Point Building Co., Limited	12,500	Tls. 50 \$50	\$50	
MINING.— Souleté Française des Claute				full by week
Société Française des Charb ges du Tonkin Raub Australian Gold Mining Co., Ld	200,000	Fos. 250	all 18/10	\$625, buyers \$81, sellers
Peak Tramways Co., Limited	25,000	£1		\$143.
Philippine Co., Limited	50,000	\$10 \$10	81 1	51 <u>1</u> .
CEFINERIES.—	75,000	810	\$10	b, buyers
China Sugar Refining Co. Limited	20,000	9100	all	\$137, buyers
Luison Sugar Relining Co., Limited	7,000	\$100 \$100		22, buyers
Cobinson Piano Co., Limited	4,000	\$50	\$50	\$50, sellers
TEAMSHIP COMPANIES.		E51		
China and Manila Steamship Co., Ld., Douglas Steamship Co., Limited	30,000 20,000	825		310, sellers 336.
Hong Hong, Canton & Macao S.B. Co., Ld.	80,000	\$50 \$15	And the second s	314, sellers
Indo-China Steam Navigation Co., Ld.	60,000	£5	all	\$41, sel.
Shell Transport & Trading Co., Limited.	2,000,000	£1	,	Z buyers
Star Ferry Company, Limited	10,000	\$10 \$10	\$10 \$5	\$26, sales \$15½.
outh China Morning Post, Limited	6,000	\$25	\$25	24, setters
TORES AND DISPENSARIES.—	20,000	85	\$5	51.
Campbell, Moore & Co., Limited	1,200	\$10	all S	12.
wm. Powell, Limited	15,000	87	\$7 8	4, sellers
A. S. Watson & Co., Limited.	90,000	\$10		5, sellers 81, sellers
Weissmann, Limited	175	\$100	\$100 \$	150, buyers
By407) Indiated	900 ordy, 100 fders	\$10 \$10	20 1111	12.40. 300.
nion Waterboat Co., Limited	50,000	\$10	1 1 1 1 1 1	ii.
	200	121.25		

Licans. Amount. Interest. Quotation. Chinese Imperial 1886 Tls. 767,200 | Tls. 250 | 7 % p. annum | Par. والأراب الملكي فالمستوس VERNON & SMYTH, Share-Brokers. HONGKONG METEOBOLOGICAL

BEGISTER, Hongkong Observatory, August 19th Previous Day On Date at On Date at 4 p.m. at & p.m. Barometer .... 29.88 84 29.78 l'emperature ... Bumidity .... Wind Direction Force ... Weather ....

Highest open air Temperature on 18th .....90

Atholi, Glamorganshire. 7th - Derfflinger, Couledon, Polynesien, Hakata Maru, Tydeus. 11th-Glenroy, Scandia, Nicomedia, Pathan. 14th - Armand Behic, Ceylon, Kintuck, Memnon, Yunnan. 18th-Bendoran, Deucalion,

Prinz Eitel Friedrich, Simla.

STEAMERS PASSED THE CANAL.

ARRIVALS AT HOME.

August 17th-Astyanax, Yorck, Bingo Maru

### SHIPPING IN PORT

Ashtabula, British str., 2.400, Harding, 16th Miss Kieft
August—San Francisco 23rd June and Mr. G. M. Lack
Shanghai 12th August, Tea—Standard Oil Mr. J. P. Lawler

Avmenic, British str., 2,789, Jas. Boyd, 13th Aug.—Puget Sound via Japan and Manila 10th August, General—Dodwell & Co. C. FERD. LARISZ, German str., 3,158, Wagner, 18th August—Hamburg 2nd July and Singapore 12th Aug., General—Hamburg. Mr. A. N. Kemp Mr. K. Koragai

CHANGSHA, British str., 1,462, Finlayson, 18th
August—Melbourne 13th July, General—
Butterfield & Swire.

Mr. H. N. Mody
Mr. B. Nagamatsu
Mr. S. Ochi CHEORGERING, British str., 1,265, V. McLiddel, 16th Aug.-Tientsin 10th Aug., General- Mr. E. Arndt

Jardine, Matheson & Co. CHOISING, German str., 1,020, Bruhn, 15th Dr. Black ... August Bangkok 7th August, Rice Mr. F. K. Brownigg Butterfield & Swire.

CHOYSANG, British str., 1,424, Courtney, 17th
August—Shanghai 11th and Swatow 16th
August, General—Jardine, Matheson & Co.
CLABA JEBSEN, Ger. str., 1,129, J. Bendizen,
18th August—Haiphong 15th and Hoihow
17th Aug., Coal, Cattle and Pigs—Jebsen
& Co.

Line Mr. H. Bulmer
Mrs. Butcher
Consul Genl. D. Cinetti
Dr. & Mrs. F. Clark
Mrs. Cruioschank
Mr. Cruioschank
Mr. Cruioschank
Mr. F. Cyclenk

Cyclops, British str., 5,747, H. C. Harris, 7th
August Manile 5th August, General—
Butterfield & Swire.

Dallin Magust—Swatow 17th Aug., General

—Osaka Shosen Kaisha.

Denomina Dixon
Mr. K. E. Greig
Mr. H. H. Hunt
Mr. W. H. Tindel Ring
Mr. L. V. Lengster
Mr. L. Lauritzen

DERWENT, British str., 1,562, J. Jenkins, 6th August Saigon 2nd August General Mr. Disselhaff Man Fat.

Dos HERMANOS, American str., 540, Mr. T. E. Gibelis Morales, 6th August - Manile 3rd Aug. - Mr. W. F Gray Jorge & Co. FOOCHOW, British str., 1,228, Vincent, 2nd Mr. Hoy August-Cebu and Iloilo 29th 'uly, Gen-

eral-Butterfield & Swire. GLENEARN, British str., 2,856, Haughton, 16th August-Hankow and Shanghai 13th August, General-McGregor Bros. & Gow. HATTANG, British str., 1,362, Hodgins, 18th August-Foochow via Swatow 17th Aug., General-Douglas, Lapraik & Co.

HALIOTIS, Dutch str., 2,047, Offerhaus, 13th August-Swatow 12th August, Bulk Oil-Asiatic Petroleum & Co. HAUBAN, 742, D. Sidel Avaino, 9th August-Iloilo 4th August, General-

HELENE German str., 771, J. Jessen, 14th agust-Tourans and Hoihow 13th Aug. General—Jebsen & Co. HILARY, German str., 1,276, Hatja, 16th August-Polo Land 4th Aug., Sugar -

-Bander, Wieler & Co. Isobe Maru, Japanese str., 1,859, Ayashi, 5th August-Mororan 25th July, Coal-Mitsui Bussan Kaisha.

KAIPUKU MARU, Japanese str., 1,903, S. Suda. 16th August-Moji 8th August, Coal-Mitsa Bishi Goshi Kaisha. KIANG CHING, Chinese str., 1,002, A. F. Brissander, 11th August-Chinking 7th

August, General-King Lee. King George, British str., 2,057, J. E. Jeffrey, 1st Angust-New York 16th April Kerosine-Standard Oil Co. KIANG PING, Chinese str., 1,222, H. Uddin, 17th August-Chinking 11th August, General Tung Lee & Co.

KJELD, Norwegian str., 970, Helleso, 17th August-Newchwang 8th and Dalny 9th August. Beans, Beanoil and Fishagaard, Thoresen & Co. KWANGLEE, Chinese str., 1,069, Froberg, 16th August-Shanghai 12th August, General-

C. M. S. N. Co. LINAN, British str., 1,352, C. C. Williams, 12th August-Shanghai 8th August, General-Butterfield & Swire. LISMORE, British str., 2,277, B. Morrison, 12th

August-Barry 26th June, Coal-Dodwell & Co. LOONGSANG, British str., 1,093, M. Picknell, 16th Aug. Manila 13th ugust, General -Jardine, Matheson & Co.

LOTHIAN, British str., 3,222, W. J. Lockhart. 16th August-Callao 6th July-Dodwell LUCHOW, British str., 1,215, W. Baddeley, 7th August-Haiphong and Hoihow 6th Aug., General-Butterfield & Swire.

MANDASAN MARU, Jap. str., 4,444, Shimidzu, 10th ugust - Miike 4th August, Cosl-Mitsui Bussan Kaisha. Aug. 4th-Austria, Benvenue, Denbighshire, MICHAEL JEBSEN, German str., 959, J. Petersen, 14th August-Amoy 11th August, General-Jebsen & Co.

PAOTING, British str., 1,027, D. M. Scott, 10th August-Weihaiwei 6th August, Salt-Butterfield & Swire. RAJAH, German str., 1,000, H. E. Rehr, 16th August—Rajany 10th August, Wood— Butterfield & Swire. Rubi, British etr., 1,619, R. W. Almond, 16th August-Manila 13th August, General Shewan, Tomes & Co. Samsen, German str., 998, R. Petersen, 16th August—Bangkek 7th and Swatow 15th August, Rice and Teakwood-Butterfield

& Swire. SEATTLE MARU, Japanese str., 6,182, T. Saito, 16th August -- Moji 11th August, General -- Osaka Shosen Kaisha.

SLAVONIA, German str., 2,829, B. Peter, 18th August Foechow 16th August, General Hamburg-Amerika Linie. Sonsocon, American str., 821, J. M. Ugarte, 3rd August—Hoilo 29th July, Sugar—

Jorgo & Co. TJIBODAS, Dutch str., 4,660, D. Zwart, 16th August-Moji 10th August, General-Java-China-Japan Lijn. TBOCAS, British str., 2,657, Miles, 17th Aug.— Palambang 7th August, Kerosine-Asiatio Petroleum Co.

VORWARTS, German str., 643, Ulderup, 30th June-Perang and Singapore 18th June, General-Jebsen & Co. WUHU, British str., 1,227, Cogan, 18th August
—Wakamatsu 12th August, Coal—Butterfield & Swire.

#### VISITORS AT HOTELS.

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Mrs. M. E. Meyers Mr. H. J. Morse Mr. and Mrs. C. C. Vr. Denman Fuller Mr W. Gal'on Osburge Miss F. H. Gill Mr. B. L. Packer Miss V. H. Gill Mr. N. Peterson Mr. H. H. Glover Mr. L. E. Pinkham Mr. E G Helvering Mr. V. H. Ray Mr. P. E. Heermann Mr. E. C. Richardson Hon. Mr E. A. Hewett Mr. A. J. Skinn Dr. S. Hough Mr. B. Sorian Capt. R. Innes Mr. C. L. Johnson Mr. O. C. Kench

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